

MARLBORO INTERVIEW - BRIGHTON RUN - RALLYCROSS

AUTOSPORT

Kyalami 9 hrs: reliable Porsche beats Mirages



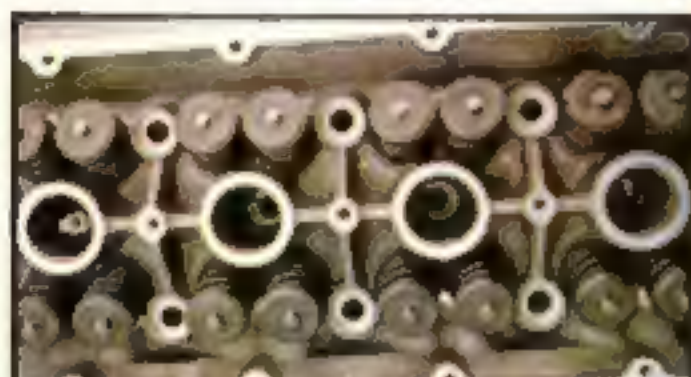
How Rod Chapman leader of the Ford Stormont Rally-Cross Team, turns a production Escort into a world-beater.



Rod Chapman in action at Cadwell Rallycross. In recent years he has won such major events as The Player's Nº 6 National Autocross Championship, The B.B.C. Rallycross Championship and many Dutch and German Championship rounds.



"Ford gave us a good start with the Escort Mexico body. It's light, strong, handles well. It's fitted with special wide wheel arches and all we do is gut it of all trim and fit fire-proofing between boot and rear seat."



"We've just moved on to the new 2000 aluminium BDA, with a 16-valve, crossflow head. A great new engine. It pushes out a tremendous 224 BHP. Our power and performance figures are phenomenal."



"5-speed ZF. Toughest racing gear box I know of. Quick movement, and a much closer ratio than most boxes, so you don't lose power in the change. But it's tough and that's most important of all in rally-cross."



"Brakes and suspension are crucial in this game. We're kept on the ground (most of the time) by heavy-duty, gas-filled shock absorbers up front and Bilstein uprated shockers at the back. The brakes are 9" ventilated discs on the front and 9" drums at the rear."



"We never take chances with oil. We always use Shell Super Multigrade in our engines now. The styrene butadiene co-polymer they use (the 'muscle-molecule') is the toughest yet invented. It keeps the oil in grade, however hard we hammer it."



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"You asked me about the oil I use. I've actually taken one of my cars to 58 meetings in 5 different countries without once stripping the engine down. That speaks for itself."

Shell Super Multigrade with the exclusive 'Muscle-Molecule'
the oil that always stays 20/50 between oil changes.

(It's the only oil Rod Chapman trusts)

AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

November 8 1973 Volume 53 No 6

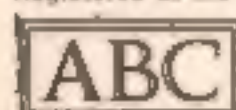
CONTENTS

- 2 Pit and Paddock
- 8 Kyalami: Jost/Muller win race of attrition
- 12 Interview: The top men at Marlboro
- 14 Purely Personal
- 16 IROC: Donohue's Carrera wins
- 17 Riverside: Six and out for Donohue
- 19 Snatterton: Lawrence at second attempt
- 20 Brands Hatch: Bad weather stops racing
- 22 London-Brighton: Fewer retirements
- 24 Lydden: Chapman ties with Taylor, Dafs star
- 27 Special Stage
- 32 Correspondence
- 34 Autosport Rally Guide
- 47 Australian GP: McRae's double
- 48 Sports Extra

Announced today and on show at the Scottish Motor Show tomorrow in Ford Advanced Vehicles new Capri RS3100. It will be sold only by Rallye Sport Dealers and features a special gas flowed 3.1 V8 engine and dual circuit braking system with ventilated front wheel disc brakes. Four halogen headlamps, and wide alloy sports road wheels distinguish the car from the outside with an air dam mounted beneath the front quarter bumpers and prominent rear end spoiler on the boot. Specially developed competition suspension makes it go round corners quickly. Total cost of the RS3100 is £2412.64.



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AUTOSPORT, NOVEMBER 8, 1973

EDITORIAL

Officially announced last Monday was the second Avon Motor Tour of Britain, to be held between July 11th and 14th, 1974. After the success of this year's event, the BRSCC organising committee have planned a much longer and tougher event for 1974.

The first Tour—an ingenious event devised by BRSCC's enterprising executive director Peter Browning—was organised on a fairly small scale as it was an unknown quantity, but it went extremely smoothly, thanks to the efficiency and experience in these matters by Browning and his organising committee. There were complaints of course, the most notable of which was the lack of special stages for the rally drivers, to be matched on an even basis with the racing drivers.

However that is certainly being remedied for next year's event with not only around a dozen special stages compared with half a dozen races, but such unknown locations to both rally and race drivers as sprints and hillclimbs. Also next year's event will undoubtedly please those who complained last year that its 1000 mile English route did not match up to its Tour of Britain title; stages in Wales and Scotland are included as well as all over England.

When Peter Browning says that the Avon Tour will be for standard cars on standard tyres, he means it and will not stand for unobtainable "road" tyres being used on "special" production saloons. Hence there was no hesitation about adopting the Appendix J Group 1 regulations leaving the RAC to ponder about what they are going to do with their Group 1 racing.

An added tyre problem for the teams to tackle is the unique rule that the same make, type and size of tyre must be used throughout the event. Therefore, it will be necessary for teams to calculate which tyre will be best suited to such variable conditions as race circuits, sprints and hillclimbs, and special stages surfaced and loose. The tyres permitted will be those printed in the 1974 RAC Tyre regulations, but in case that includes some of the "racing" tyres seen in use this year then the BRSCC have declared an added safeguard that they still reserve the right to exclude any tyre not considered by them to be in the true spirit of the regulations.

Where others have failed, the BRSCC are determined to make this an international event for standard cars. We wish them the best of luck and sure they will succeed. Meanwhile the Avon Motor Tour of Britain is sure to grow in popularity and prestige until within the next six or seven years, it will take its place as one of this country's premier events attracting world-wide interest. Peter Browning hopes he will reach this stage by 1980 as he explains that it will take some years before the event is run to perfection. They certainly had a meritorious start with one of England's top Grand Prix drivers James Hunt winning the first Tour.

our cover picture

This year's Springbok series started last Saturday with the Kyalami 9 hours. The picture shows the winning Porsche 908 of Jost/Muller which was the model of reliability and enabled it to beat the more modern machinery.

Photo: Jeff Hutchinson

Depailler signs for Ken Tyrrell

Patrick Depailler will drive the second Elf Tyrrell next year. This not unexpected news came from France last week when the Tyrrell team was testing at Paul Ricard. Depailler is of course still unable to drive following the motorcycle accident in September which broke his leg and prevented him

Patrick Depailler—big break



from taking part in any F1 races this season.

It was while Ken Tyrrell was supervising Jody Scheckter's first trials in a Tyrrell that Depailler was asked if he wanted to drive for the team next season. His F1 experience so far is limited to two races with Tyrrell last season, at his home circuit Clermont Ferrand and Watkins Glen. On both occasions he drove sensibly and steadily.

For the past two seasons he has driven in F2 with Elf backing for John Coombs and although he has not won any races outright he has been a consistent front runner. It is widely thought that the French petrol concern will back him in the works March-BMW team next year for F2.

For Ken Tyrrell next year will be one of rebuilding his super team. Neither Scheckter nor Depailler has much experience of the F1 circuits—Depailler is in fact the more experienced of the two drivers in this area having competed in various formulae at most of the European circuits.

John Player to sponsor International Atlantic

Officially confirmed just as we went to press on Tuesday was that John Player will sponsor the major Formula Atlantic Championship next season. They are taking over from Yellow Pages, who have supported the formula since its inception. At the same time YP announced their retirement from racing as sponsors.

The John Player Atlantic International, as the series will be called, will have up to 15 races. Eleven have been arranged in Britain and Ireland and negotiations are in hand with organisers in Sweden, Austria and Germany for the remainder.

The minimum distance for each race will be 50 miles and the prize fund will be £1,000 for each

race. Between £100 and £200 travelling expenses will be paid for each overseas event. An end of season prize fund of £3,000 will be split up at £2.50 per point.

Points will be awarded on a 20-15-12, etc, basis for the first 10 places.

The scheduled rounds so far are: March 10, Mallory Park; March 17, Brands Hatch; April 14, Snetterton; May 5, Oulton Park; May 12, Silverstone; May 27, Mallory Park; July 20, Brands Hatch; August 25, Mallory Park; September 7/8, Phoenix Park; September 28, Brands Hatch; October 6, Oulton Park.

John Player will also back on an occasional basis two or three International F3 races next year,

1974 Tour of Britain details announced

Next year's Avon Motor Tour of Britain will be run to full Appendix J Group 1 regulations with capacity classes and the major British circuit promoters and organisers informed the RAC Motor Sport Division this week that unless they accepted the FIA Appendix J regulations (with a couple of safety alterations) for next year's Castrol saloon car championship, then they would stop their proposed races in 1974. That's the sensible action the promoters feel they have to take to get the regulations announced.



Peter Browning—organiser.

Announcing the 1974 Avon Motor Tour of Britain, BRSCC's Executive Director Peter Browning spoke out against the racing contingent who felt they had to have the Appendix J regulations changed for the British championship—"it's good enough for everyone else but them"—and said that there was no way his event would be the victim of the whims of certain parties. In addition, keeping to the FIA regulations will attract foreign participation.

Another surprise announcement regarding the Tour was concerning tyres. Like last year, cars will use "road" tyres as listed in the 1974 RAC Blue Book (which it is anticipated, will

exclude the specials produced by Michelin and Kleber this year), but for the 1974 Tour a car must be fitted with the same make, type and size of tyre throughout the event and not switch from one brand to another because of the different terrain. Furthermore the organisers have the right to exclude any tyre not considered by them to be in the true spirit of the regulations.

Next year's Avon Motor Tour will incorporate a much longer route and will include six races, a couple of hillclimbs, six sprint courses and around a dozen special stages. Some of the stages will be on loose, unsurfaced ground.

After scrutinsing on Wednesday July 10th, the event starts from the Midlands on the Thursday and heads via Yorkshire to the north east into Scotland where there will be some exciting stages before an overnight halt. From the Friday re-start, the competitors head via south west Scotland to the Lake District before crossing the Pennines into South Yorkshire with late Friday night spent night racing at Snetterton. There's no overnight halt on the Friday, so after Snetterton the competitors head south towards the London area before crossing to the West Country and up to the Midlands for another overnight halt. Sunday July 14th starts by heading towards the north west and then the surviving competitors tackle the Welsh loop before finishing on Sunday evening at the Midlands starting point.

The entry list will be limited to 120 cars with an entry fee of £50 for an individual entry; £50 for a manufacturer's team or trade team entry and £10 for a club team. As an added incentive for foreign competitors, any overseas entry which starts the first special stage will receive a payment of £50. There has already been quite a great deal of interest from foreign competitors. Regulations will be available on March 15th, 1974.

Roger Penske to build F1

Roger Penske has announced that the purchase of the McRae Cars racing shop in England is so that his organisation can build an F1 car.

The statement reads: "... it will serve as an extension of our new headquarters in Reading, Pennsylvania. At the present time we plan to conduct a thorough research and development programme there (England) for the purpose of constructing a prototype F1 car during 1974; a manager of our new European operations will be announced at

a future date."

Penske also confirmed that Mark Donohue will become president and general manager of Penske Racing. "I'm also pleased to announce that Peter Revson has signed with our team to run in the 1974 Indianapolis 500 along with Gary Bettenhausen, our regular USAC driver who will compete in the entire USAC Championship trail for the third consecutive year. Bobby Allison has decided not to compete at Indianapolis next year due to a schedule conflict with the World

600 NASCAR race at Charlotte.

"We are prepared to defend our CanAm title in 1974; however we will wait until final rules and regulations for the 1974 series are announced by the SCCA before we finalise our plans. We are presently conducting a comprehensive testing programme on our new 1974 AMC Matador stock car to determine the feasibility of running a complete NASCAR schedule, with the driver for the programme to be announced after our test programme is completed."

● Definitely going F5000 next year is the Dempster Developments team with Mike Wilds. No choice of chassis has yet been made, but both March and Lola have been mentioned.

● US driver Sam Posey has lost his USAC sponsor Norris Industries, but has announced plans to run in F5000 with a new Eagle sponsored by a wealthy friend. Posey also says he'll be converting the Eagle to F1 specifications for the Canadian and US GPs.

● Andy Granatelli has announced his approval of the latest USAC rule changes, and says that he personally will be fielding a car at Indianapolis and other USAC events next year.

Pit and Paddock

New F1 combinations tyre test at Ricard

Goodyear's top three F1 teams were at the Paul Ricard circuit last week to try some new tyres in readiness for the forthcoming season. JPS had Ronnie Peterson on one of last year's cars, while McLaren and Tyrrell were taking the opportunity to give their new drivers a run in developed versions of their existing designs.

It was the first time out for World Champion Emerson Fittipaldi in any single seater other than a Lotus since his FF days, and much of the time was spent making him comfortable in the plain white M23 tested earlier by

expects to sign for at least two years. "Nothing is fixed yet. I hope that we will not have more than two drivers on the team: we will have one spare car and another ready at the factory."

Asked what colour the cars would be painted, Fittipaldi said that they would be red and white, "the colours of Texaco and Marlboro."

Also getting used to a new F1 was Jody Scheckter, whose Tyrrell was the only car at Ricard to sport a 1974-type wing, mounted further forward on the chassis in accordance with the latest rules. Jody quickly got

Progress on all fronts at Donington Park

Good progress is being made at Donington Park on the re-development of the racing circuit. The layout of the revised 2.5 mile circuit has been inspected by the RAC; top soil preparation is virtually complete; kerbs are laid and spectator service roads have been surfaced. An underpass for spectator vehicles has been completed and final plans are in preparation for the ultra modern pits and race control buildings.

No official announcement about the re-commencement of racing has been made but we have seen most of next year's provisional race calendars and it looks as though the first meeting will be in August or September. Tom Wheatcroft is known to have some very special plans for the opening meeting which will tie in with the cars in his wonderful collection.

Local support for the resumption of both two and four wheel racing at Donington is very strong and as from November 1 the Donington Park Racing Association became effective to promote the return of racing.

The Association is an independent body established by the local residents, and membership is open to anybody interested in Donington's revival. Annual subscription is 50p for which members will receive an attractive enamelled DPRA label badge, privilege rate access to the Donington Collection of single seater racing cars and a yet to be finalised newsletter. Membership enquiries should be made to the subscriptions secretary, Mr Martin Hexter, 6 Park Lane, Castle Donington, Nr Derby.

Raymond Mays has accepted the post of Honorary President of the Association which will be organising social activities, the profits from which will be donated to national and local charities.

The Donington Collection is expanding every week and has recently acquired four more exhibits. The most important of these is the very first single seater which was acquired by Tom Wheatcroft—the ex-Peter Whitehead 1951 Ferrari. A Chevrolet engine was in it when Wheatcroft bought it in 1964 and it has taken him nine years to track down the original engine (found in a power boat in New Zealand) and it has been rebuilt and refitted. The car painted in Whitehead's British Racing Green, is now in its original condition.

Other new exhibits are "Pop" Lewis-Evans' 500 cc Cooper-Norton and two Historic Sunbeams; a 1914 TT model loaned by Neil Corner and a 1921 3-litre straight eight GP model loaned by Guy Shoesmith.

Support grows for Super Saloon Series

More details about BMW's exciting challenger for the new Super Saloon Series (exclusively announced in last week's Pit and Paddock), became apparent earlier this week. Backed by BMW Concessionaires GB—one of the many concerns which have already become seriously interested with supporting this exciting new series—the car is rumoured to be a 3.5-litre turbocharged CSL, built and developed by March Engineering and Mathwall Engineering.

Various sponsors have also voiced their interest in the series, which has six rounds in England at major meetings and one each in Scotland and Ireland, and it is hoped each round will have a separate sponsor. Plans for some are reaching their final stages, but other interested backers should contact BRSCC's Executive Director Peter Browning—the BRSCC are organising the series, which also has support from MCD.

The number of exciting big saloons for the series continually grows and driver of the Ford Boss Capri, Mick Hill, stated this week that "it's going to result in some incredibly competitive races—there's no way one car is going to run away with the series. It'll make this type of racing much more professional."

The series starts at Snetterton on April 14th with an international meeting and with regards to the rest of the dates printed in last week's Pit and Paddock, the Ingliston round has been switched to July 21st. To briefly recap, the other rounds are at major meetings at Brands Hatch, Oulton Park, Silverstone, Mallory Park and Mondello Park. Keeping the number of rounds down to eight, has proved a popular move as it will not interrupt with a competitor's chances in one of the three sponsored club saloon championships. For the spectators it gives the chance of seeing around 20 or more of the best hybrid saloons in action together. All plans and regulations for the Super Saloon Series will be issued well in advance of the start of the season.

Brazil GP cancelled?

There have been strong rumours over the last week that the Brazilian Grand Prix will be cancelled. Internal conflict between organisers and sponsors is said to be the reason. If the GP is cancelled it almost certainly means that the Argentinian GP will also have to be called off.



Seen for the first time, at Ricard: Jody Scheckter testing the Tyrrell (above) and Emerson Fittipaldi in the plain white McLaren.



Denny Hulme. Emerson's best time on short Ricard "club" circuit was just under 1 m 13 s, but he declared himself very happy with the car.

Said Fittipaldi of his contacts with McLaren: "What I wanted was to belong to the most competitive team. I had a good look round this season, and the best compromise between a good car and a good team is McLaren. I believe that McLaren can offer me something which no other team can."

After visiting the McLaren factory, Fittipaldi is ready to sign a contract, and he says he

down to the low 1 m 13 s bracket at Ricard, but said that his biggest handicap next year would be his lack of experience at so many GP circuits. Jean-Pierre Beltoise also drove the Tyrrell, disguised as Jackie Stewart for an Elf film, and Beltoise also drove a 3-litre Matra sports car which had a new Hewland gearbox installed. Also being tested was the spaceframe Elf 2, which was being tried by both Scheckter and Jean-Pierre Jabouille.

Quickest of the Formula 1 cars with times around the 1 m 12 s mark, was Peterson driving the last JPS 72.



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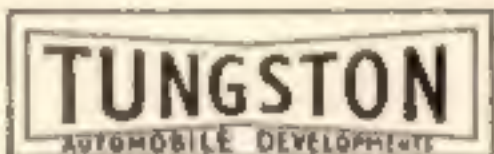
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Merzario tests BRM

Arturo Merzario arrived in England on Monday of this week and on Tuesday was testing a BRM at Silverstone. The fiery Italian has still to sign an F1 contract following his split with Ferrari. There are really two teams, BRM and Frank Williams, which have not got a finalised driver line-up. It is expected that if the Silverstone tests are satisfactory then Merzario will sign for BRM to partner Jean-Pierre Beltoise who it seems will now stay with the Bourne concern.

If things do not work out, however, Merzario is expected to visit Frank Williams during his stay. It is thought that Williams has also contacts with Vittorio Brambilla about driving one of the Isos. Just recently Italian development engineer Gian Paolo Dall'Ara, who has been responsible for the development of the Lancia Stratos rally car, joined Iso as technical director and is



Merzario — to BRM?

keen on giving Williams much support for the F1 project. He has in fact been connected with the team on previous occasions as he was the technical consultant on the de Tomaso F1 and F2 projects.

Depailler in works F2 March?

The works March F2 team next season looks like being very strong once more. It seems almost certain that Patrick Depailler will drive one of the BMW engined 742s with Hans Stuck being a permanent member of the team as well. When questioned about it last week Max Mosely said "you can speculate confidently in that direction." It appears that Elf are keen for Depailler to win some F2 races and they have decided that the Ford powered Alpine-built space-frame Elf will not give him the wins, even though the John Coombs run cars have been extremely quick this season.

Hans Stuck only made infra-

quent appearances in F2 this year but at all times was very fast and with the experience behind him should be a good prospect next year. He is currently testing next year's undated car at Silverstone.

This year's F2 Champion Jean-Pierre Jarier will probably make a few appearances in F2 next season when, providing the current F2 regulations stand, his graded status will demand good money. He is expected to drive in the works 2-litre sports car team which will consist of two new 742s. Incidentally at the beginning of this week Jarier was testing a Matra sports car with Jean-Pierre Beltoise.

Rondel F1 progress

Ron Dennis reported last week that the Rondel F1 car is progressing well and should be completed in December. Two DFVs have been ordered so far, the first of which will be delivered in January. He said that the team had no plans to go to Argentina or Brazil, if they are held, as not being members of the F1 Association it would prove too expensive and they would rather spend the time testing in Europe.

Will Tim Schenken drive the car? "Yes," said Dennis after a long deliberation, "I think I can confidently say that Schenken will drive it although he has a number of other very good offers."

Most of the Motul F2 cars have been sold to Fred Opert for FB use in America and at the moment there are no concrete plans to run in F2 next season. "We may run one car but our main effort is obviously the F1," said Dennis.

New Surtees testing

The prototype 1974 F1 Surtees arrived in South Africa at the beginning of this week to start tyre and development testing. Apparently it shows new thought in aerodynamics which were first tried out on an F2 chassis although the car did not race, as the bodywork was too wide.

Jochen Mass and Carlos Pace are expected to do the driving although Mike Hailwood is in South Africa. Hailwood told our reporter at the Kyalami 9 Hours that he had not spoken to John Surtees since the American GP and did not really know what was going on. His name is being consistently linked with the Yardley McLaren and second Embassy Lola cars.

Also at Kyalami for tyre testing is the Hesketh March and the Gulf Mirage. Work is apparently progressing well on the Hesketh itself and Hunt went for a fitting in the chassis before he left for South Africa.

Wilson F. to retire?

Wilson Fittipaldi to retire from racing? "He's currently in Portugal making up his mind what he wants to do" said Bernie Ecclestone last Sunday. Wilson, the elder of the Fittipaldis, is apparently only interested in doing F1 if he continues, but close Brazilian contacts say that they expect him to quit and return to Brazil to start organising the projected Brazilian F1 team. Incidentally Jack Brabham is reported to have made another trip to South America recently.

Ecclestone says that he will run two works cars next year "painted white as we have no sponsor on the horizon." A car has been sold to Hexagon of Highgate for John Watson to drive in a team run by New Zealander Alan McCall.

Two of this year's BT42s have also been sold to Italy to a wealthy enthusiast who plans to run them next season. The drivers are unknown but could include Vittorio Brambilla and perhaps if he has no joy with BRM or Frank Williams, Arturo Merzario.

Wentz' March

The BARC annual dinner and dance was held successfully once again last Friday at London's Grosvenor House Hotel. Colin Chapman received his Gold medal while all the other BARC championship winners received their trophies. The biggest surprise of the night was when Wella presented their FF Trophy to American Ted Wentz. He was expecting an oil painting, but said comper Tony Vlassopoulos, "It's a very special one in 3D" and a brand new Formula Atlantic March 74B was unveiled. Wella are backing Wentz in this Wella-liveried car in the 1974 season starting at Mallory on March 10th. A Wella spokesman commented that "we intend staying with Wentz as much of the way up the ladder of fame as he wants to take us."

BARC move: Wickham back

John Wickham, the former F2 team manager of Surtees, is to re-join the BARC as assistant manager. Wickham was previously employed at the BARC as competitions secretary before leaving for his post at Surtees earlier this year. The BARC will be moving its office in the new year from its London West End premises in Argyll Street to Thruxton, BARC's own circuit. The move will cut the club's

Mass wins at Fuji

The works Ford Cologne Capri won the Fuji 500 last Sunday. Two cars were entered for Jochen Mass/Dieter Glemser and new recruit ETCC Toine Hezemans and Australian champion Alan Moffatt.

The effort was looked after by Mike Kranefuss and Jackie Stewart who managed to get the planned Le Mans start altered. In the end the drivers sat strapped in the cars and the co-drivers had to run across the road and touch the roofs of the cars.

Mass was first away chased by Hezemans but the latter was penalised for starting too early. Hezemans hit trouble with his fuel system shortly after his first pit stop and the car was retired. He joined Mass and Glemser in the other car. Then trouble with a front wheel bearing struck which allowed the works Mazda of Moribe/Kono to lead. This however hit engine trouble and the Capri went on to win by over a lap. The Mazda was second and a works Toyota Celica third driven by Sujita and Sato.

Late Brands F3 protest

The Myson Racing team which runs Richard Roberts in F3 sent in letters of protest on Monday to the RAC and the Maidstone and Mid-Kent MC following an incident in the F3 race at Brands last Sunday. When Val Musetti crashed his Royale at Druids, Tony Brise is alleged to have overtaken under the yellow flag and the team have got a videotape recording which shows the incident.

The finishing position in the race, Roberts won and Brise was fourth, meant that the two drivers scored equal points in the Lombard championship; Brise however had more overall wins and was given the title. However, if the Myson protest is successful the situation could change.

expenses by some £3000 per year while Thruxton itself is to undergo a major facelift with some £30,000 having to be spent to bring the circuit up to international specifications. The integration of BARC and Thruxton offices is hoped to lead to greater efficiency for both and naturally the BARC HQ will organise all seven of the Hampshire's meetings with three of those being internationals to include rounds in the European F2 Championship, European 2-litre sports car championship, European GT Championship and two rounds in the Rothmans European F5000 Championship. Thruxton's first meeting of the year will take place on March 24th.

Pit and Paddock

New Marches announced



The new March 74S sports car and 74B Atlantic cars which are announced this week.

March have just announced their new production F2, FA/B and 2-litre sports cars. The 742 and 74B do not look a great deal different to this year's highly successful models however both incorporate 117 modifications. Specification now includes, Koni adjustable dampers, Aeroquip brake and clutch lines, Willans seat belts and a Varley green top battery. The concentration on the new cars has been for less drag and more downforce which has resulted in a slightly re-profiled nose, a modified cockpit surround, a faired roll-hoop and a low drag engine cover. The suspension

remains basically the same although it has been modified in parts. On the F2 and sports car 1975-type crushable protective structures are optional.

A major development programme has been carried out on the 2-litre sports which made its first appearance in the 1972 Springbok series. A new body shape gives the car less drag but greater available downforce and the specification now includes as standard the same components as the new single seaters. Like the F2 car the BMW M12 engine is standard but arrangements can be made to fit a Ford engine.

Protest payments position

The RAC have recently clarified the position in who pays for what in the case of eligibility protests.

The ruling reads: "The Stewards of the meeting should advise both parties that if the protest is upheld the costs of the scrutineer, plus the costs of such stripping and rebuilding as is necessary, will be the responsibility of the entrant/competitor protested against. If the car/component is found to have been eligible, the costs of the scrutineer plus reasonable costs of stripping and rebuilding will be the responsibility of the person lodging the protest. It is advisable to put a maximum on these costs to stop

a major rebuild being carried out. Any further action such as a disqualification from the race/fine/suspension, etc, will be announced by the Stewards when they have considered the scrutineer's report. The entrant/competitor must be given the opportunity of commenting upon the report.

If a car is sealed for subsequent examination as a result of an organisers request, the entrant is liable to pay the costs of any work involved, whether the car is legal or not. He is also liable for the scrutineers expenses if the car is illegal.

BRIEFLY...

● Seven snappy races are the ingredients at this Sunday's Brands Hatch meeting, co-organised by the TEAC and Mid Surrey AC. There's a good mixture of well-supported races including an over 1-litre special saloon race in which Gerry Marshall's Fireza faces Nick Whitting's very rapid Escort FVA, with the Minis of Terry Harmer and Brian Cox expected to be well up too. There are three other saloon races for Mini 7, 850s and 1-litres and leading entries include John Homewood, Mo Mendham, Mick Moss, Geoff Gilkes and Robin Brookes.

The Clubmen's Super Sports race should be very exciting with such notables as Frank Syner, Noel Stanbury, Barry Foley, Sid Marler, Terry Cockerell and Mike Sales among the entries, while the Formula Ford event includes Robert Arnott and Syd Fox. The meeting is completed by a mod-sports event which includes John Miles and Tony Dunderdale in Turners, Nick Ramus' Elan, Harvey Ross' Porsche and Barry Wood's Ginetta.

The first event starts at 1 pm.

● In our report of the Snetterton BP final Atlantic round, we inadvertently stated that John Nicholson builds his own Lyn-cars. Martin Slater of course builds all Lyn-cars and John Nicholson is of course a customer, although he will be in charge of sales of F1 cars.

● Two films are now available on the first Avon Motor Tour of Britain. Pennymaker Pictures' well-presented Avon film contains some excellent shot of the whole event and this can be obtained from Film Library, Guild Sound and Vision Ltd, Kingston Road, London SW19 3NR. The other film is Woolworth's and follows the trials and tribulations of Andy Dawson/Andy Marriott with their Capri. This one is produced by Formula One Films Ltd and entitled Success in Store, and can also be obtained from Guild Sound and Vision Ltd.

● The Baly Group F3 March which Ian Taylor used to win the Forward Trust Championship has been bought by Low Cost Racing F4 Champion Fergus Tait.

● Contrary to our Brands Hatch report of the John Player F3 final concerning the Holbay engine used by Tony Brise, John Reid has asked us to point out that Mike Wilds' engine was delivered to Brands and it was arranged that it be fitted to his car for the race. The practice shunt made this impossible and at this point a request was made by Roger Dunnell (Holbay's representative) that it be loaned to Tony Brise. This request was granted immediately in what Holbay consider to be the very best tradition of sportsmanship.

● Organisers of the JCB Historic Championship, Speed Merchants are urgently requesting owners of up to 1500 cc or up to 2.5-litre rear-engined single-seaters manufactured before 1960 (preferably F1 or F2) to contact them at PO Box 7, Liverpool L89 1EA (Tel: 051-525 4278). The cars must be race-worthy and owners must be prepared to enter/drive them in short distance circuit races. If there are enough competitors interested to partake, then Speed Merchants hope to stage an event or two for them.

● The 750 MC annual film show will be at the Commonwealth Institute Cinema in Kensington High Street, London, W8, on November 17. Starting at 7 pm the three hour show will feature the 1972 Austrian GP and RAC Rally. Tickets are 40p from the 750 MC, 16 Woodstock Road, Witney, Oxon, OX8 6DT.

● Matt Spitzley the British-based American F3 driver will almost certainly be in Formula Atlantic next season with a March sponsored by Rapid Movements, the specialists in transportation of racing cars and equipment.

● The famous Tecno TF89 which gave Ronnie Peterson, Francois Cevert and Jean-Pierre Jarier so much success in the 1-litre F3 days will be reappearing next season in F4 in the hands of former saloon driver Brian Sims.

CATCHPOLE

By Barry Foley



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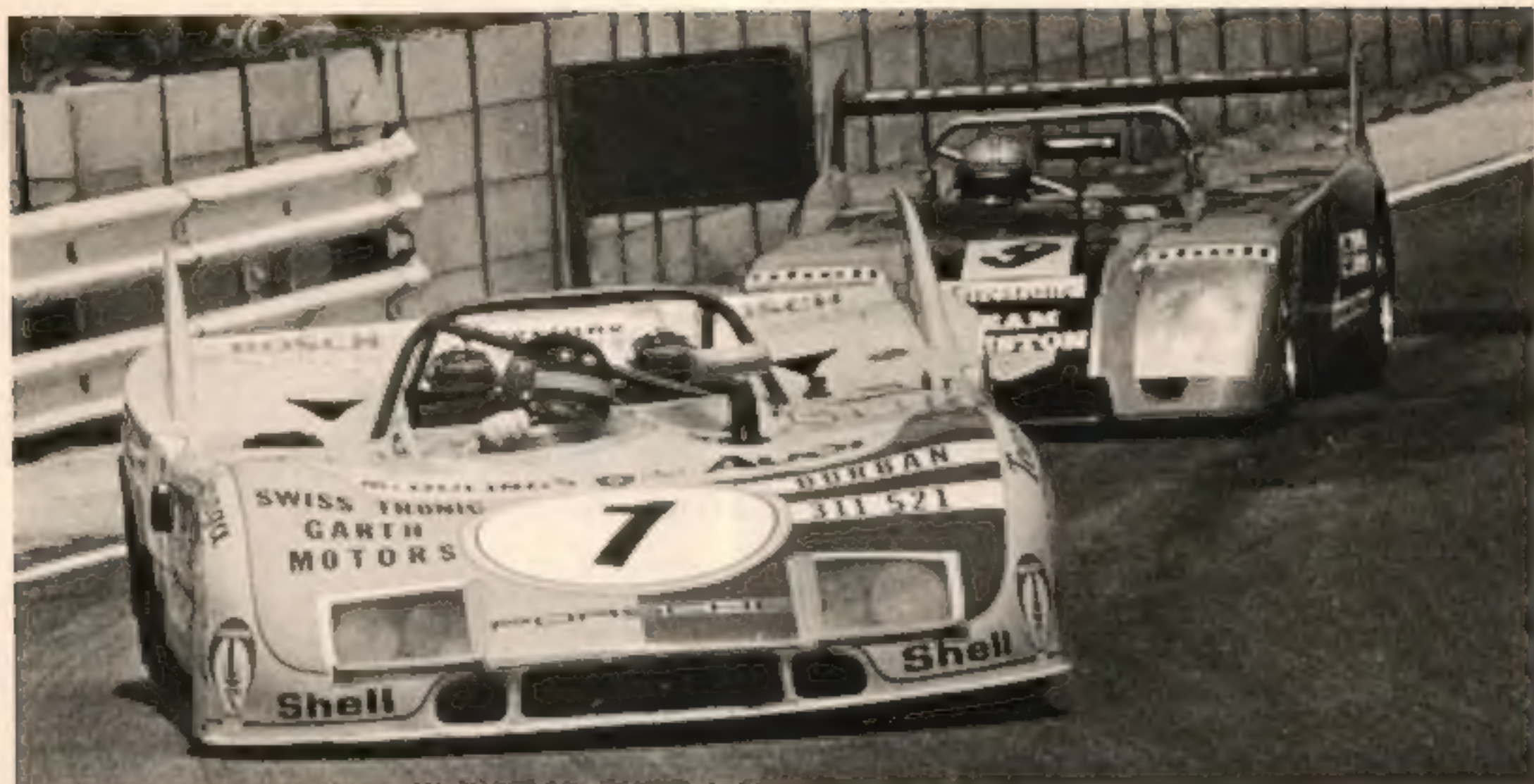
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The Jöst/Muller Porsche 908 dices for the lead with John Watson's Chevron with Hart power.

KYALAMI 9 HOURS

Jöst/Muller (Porsche) win race of attrition

By JEFF HUTCHINSON

Reinhold Jöst and Herbert Muller surprised the 70,000 strong Kyalami crowd on Saturday when they took their faithful old Porsche 908/3 to a well-earned victory 11 laps ahead of the Gulf Mirage of Derek Bell and James Hunt. The Germans' victory came at the end of an almost trouble-free race which saw all of the more strongly favoured cars run into troubles. It was one of the hardest Nine Hours in its 16 year history, only 11 cars being classified as finishers out of the 26 starters. Third place overall went to the private Chevron B23 of John Hine/Ian Grob, these two putting up a fine effort despite running virtually all of the race without a clutch.

The two works run Datsun 240Zs of Japanese drivers Kunimitsu Takahashi/Kenshi Tohira and the South African pair Arnold Chetiz and Geoff Mortimer put up a fantastic display of reliability and teamwork to take fourth and sixth places overall, fifth place being filled by the new works Chevron-Hart BDA B26 of John Watson/Ian Scheckter. The Chevron B26 made a fantastic debut, for at one stage it led the race for almost two hours and was the only serious challenger to the Porsche after the Gulf Mirages ran into problems. A broken fuel pump bracket caused the belt to fall off, the same belt that drives the water pump. It was the resultant overheating at just after half distance that cost the Chevron the lead and eventually saw its retirement, just 35 m before the end of the race.

Both the favourite Gulf Mirages were in trouble early on, the second placed car of Hunt/Bell losing 32 m when the front suspension broke while the Hallwood/de Fierlant car went out for good soon after de Fierlant took over when he stopped with an oil pressure.

ENTRY & PRACTICE

For some reason, probably because of the time of the year, the Kyalami 9 Hours always attracts a very interesting entry. It's the time of the year when manufacturers are putting the finishing touches to next year's cars and engines, and this race provides the only opportunity of race-testing their cars before the new season begins in February. With some cars not even built while entries are being arranged by Alex Shignaut, it is hardly surprising that it's not until the last minute that anyone really knows who is coming to this race. This year, the 16th Nine Hour event, was no exception. First we were told that the flat 12 Alfes, the Gulf Mirages and a brand new Ferrari prototype would be racing, but then Ferrari and Alfa both decided that they were not ready for a nine-hour race so soon, and so the Gulf Mirage team were left

heading the entry list and firm favourites for victory.

The Gulf team brought along two cars for this race, the same two they had used at the Imola 500 kms event at Imola in September—trusty old chassis 01 and 02. Although the cars looked much the same as they had all year the team were trying several new things. The experimental lightweight bodywork tried at Imola for the first time was now fitted to both cars while other weight-saving tweaks had the weight down much nearer the minimum than the extra 200 lb they had been running with for most of the year. They were also trying the bigger F1 26in and 27in diameter rear tyres, the former being four-ply construction and the latter two-ply type. The 27in tyres were such a tight fit that during initial testing the tyre "grew" down the straight and wore away half the wheel arches. By the end of practice the bodywork had been suitably modified to take the bigger tyres

although only one of the cars was to use them for the race.

Another surprise combination was the choice of drivers for this event. Gulf's latest team member, sharing with Derek Bell, was James Hunt, having his first long distance sports car ride, while even more of a surprise was Belgian Hughes de Fierlant sharing the driving with Mike Hallwood. De Fierlant was "on trial," for rumour had it that Jacky Ickx's father-in-law was keen on sponsoring a works run car for de Fierlant next year. Obviously Gulf wanted to see how the Belgian would go, Hallwood not too keen on the idea of being the "guinea pig." In fact, Mike really got the bit between his teeth early and although de Fierlant spent most of the official 5½ hours of Thursday practice trying to get down to a respectable time, Hallwood went out and within a few laps had put his car on pole position. He set a 1 m 19.2 s after just a handful of laps which is only 2.1 s outside the official F1 lap record. De Fierlant (nicknamed de Fierlant) did not better 1 m 23.0 s despite endless laps after which he looked almost as embarrassed as Hallwood did dejected.

Bell was getting well tweaked up in his Mirage, but after a lot of laps trying different tyres and setting the car up recorded a best of 19.53 s. Hunt then went out and after five laps recorded a time around one-tenth of a second slower, "but then they called me in just as I was beginning to get going," said James afterwards. He was very pleased with the car, "It's the first car that I have driven for ages that doesn't wander all over the straight." When Hunt went out for his night practice—"I was more frightened of seeing which way the road went"—he recorded a very respectable 1 m 22.5 s, just a bit slower than Bell.

The only other 3-litre entered at this race and capable of matching the Gulf Mirage times was the Gitanes-backed Lola T282 of Jean-Louis Lafosse and Reine Wisell. Lafosse did most of the driving in practice and recorded a best time of 1 m 20.67 s to put the car on the outside of the front row, although he was in and out of the pits with high water and oil temperature readings which they could not cure. Like the Firestone-shod Gulf cars, Lafosse's Goodyear-shod Lola was also running bigger diameter rears although according to Wisell these were not helping things. "The car is just as bad as it has been all year despite this being a new chassis. It digs in on the corners and is very

twitchy. I cannot understand why this car is so much worse than last year's." The team were hoping that an engine change would solve the temperature problems while it looked as though the handling problems were here to stay.

With the rest of the Springbok Series races limited to 2-litre capacity sports cars, the 2-litre entry at this race is always good and the competition fierce. A completely unknown factor was the new Chevron B26, the successor to the B23. It features a fixed rear wing, a full monocoque centre "tub" and parallel link rear suspension as used on the Formula 2 car. Initial test reports in England sounded encouraging, and when John Watson tried the car for the first time it was plain that Chevron had built another winner. Watson spent most of practice bedding brakes and sorting out minor problems that crop up with any new car, but when he did get in a few quick laps he recorded 1 m 23.9 s. Watson's co-driver was Ian Scheckter and after a few laps to qualify he too was down to within half a second of this time. Like last year the Gunston-backed Chevron was using a Brian Hart-built alloy BDA engine but they came in for an unexpected engine change shortly before the start of official practice when the belt which drives the camshafts jumped and threw the valve timing out.

Completing the second row was the only other 3-litre sports car, the familiar Porsche 908/3 of Reinhold Jöst who was joined for this race by Herbert Müller to make a formidable long-distance pairing. Jöst set a 1 m 23.82 s during daylight while a tired-looking Müller did not arrive until the last couple of hours of practice and had to qualify at night.

Next up on the grid was the familiar Crowne Racing Lola T292 of Chris Craft, but the car was now looking very much different in its red, white and blue Embassy cigarette sponsor's colours. Sharing the driving with Craft was local F1 driver Eddie Keizan, these two making a strong pairing for the 2-litre honours. For this race team manager Keith Greens had decided to play things safe and fit an Alan Smith built 1930 FVC engine instead of the usual Cosworth BDG which is not really reliable enough for a nine hour race. Besides noticing the lack of power (which is further reduced almost 20% because of Kyalami's 6000 ft altitude), Craft and Keizan were pleased with the car. Both took things very easily, Craft's best time being a 1 m 24.6 s.

Another Lola sat alongside Craft, a brand new example recently purchased for local driver John Abrahams by his sponsors Rays Racing. His co-driver for the series was Charles Lucas who set a 1 m 24.55 s showing all his old form. Completing the third row with ninth quickest time was the privately run KYG Chevron B23 of young Ian Grob who teamed up with Springbok old-hand John Hine. Hine set a 1 m 25.7 s after a trouble free practice which they hoped would carry on through the race.

Trouble free could hardly be used to describe the GRD effort at this race. Everything went wrong. The engines were very late arriving and so it was an untried car that eventually started practice almost two hours late. Tim Schenken practised the car, for Charlton only arrived at mid-day after being delayed in London by fog while shopping for a McLaren M23 for the SA Formula 1 Championship. Schenken's best practice lap was 1 m 28.58 s, for the car was permanently in and out of the pits with fuel problems. Schenken explained "it was cutting out about twice a lap and we kept finding bits of rubber in the metering unit. When I did get going quickly the brakes started to fall just like they had at Mount Fuji. Then that was cured by fitting Lockheed brakes, but for some reason this car is back on Girling." Charlton did not even practice the car during the official practice period, for he got a special concession to practice during untimed practice on Friday.

Tenth quickest and a real eye opener for the South Africans was the works BMW CSI

of Hans Stuck and Jacky Ickx. Stuck set a 1 m 29.29 s with Ickx around the same time—the first time that a saloon car has lapped Kyalami at under 1 m 30.0 s or over 100 mph. Although the BMW looked much the same as it always has it was in fact considerably different. It was a new car which had been built to accept the new 24 valve engine. Unfortunately the new engine could not be readied in time because of overheating problems but the first one should be ready within a couple of days after the race to carry out tests. To compensate for the extra weight of the 24 valve engine everything has been moved as far back in the car as possible—the battery, the special brake system pressure pump and a bigger oil tank are all in the back of the car while the spring rates have also been altered to suit. Overall weight has hardly been increased thanks to "a lot of extra holes and aluminium," said Stuck. For this race it was running the usual 3.5 litre engine which still seemed plenty fast enough to beat the other saloons.

Next place on the grid was taken by local pair Doug Drysdale/Roger Harradine, who were driving the ex-John Hine Chevron B21 for the first time. For this race they decided to fit a 1600 cc FVA, saving their FVC for the following three hour races. The BMW's major opposition should have come from a brand new Chevrolet Firenza V8 of Basil van Rooyen, but up until a few minutes before the end of practice it was still being finished. It managed to turn a few laps before the flag came out, while van Rooyen's co-driver Frank Gardner was also mixing for official practice. Instead, it was the partnership of Niek Nieman and Giv Giovannoni in van Rooyen's old Firenza that took the next place on the grid with a 1 m 32.88 s before Giovannoni had a mishap during the night going into Barbecue bend. Something went amiss with the engine and he went off the road in the ensuing panic and crunched the front left corner.

Friday saw no official practice although most of the teams took the opportunity to try a few new ideas and bed more pads and tyres. Bell Hunt tried out a replacement engine while Hallwood was trying out some aerodynamic tweaks. Lafosse did a few laps to check his new motor while Schenken and Charlton got the GRD going a bit better and lowered their times to the low 1 m 28 s bracket without too much problems. Gardner also arrived and familiarised himself with the Firenza which he and van Rooyen hurriedly sorted out as much as possible in the short time that was available, for half the day was spent dodging very English-like rain showers. Craft's engine was having a precautionary big end bolt change after Keizan had buzzed the engine on Thursday when he missed a gear. As usual activity on the track seemed very limited, none of the teams were particularly keen to wear out their cars with another nine hours still left to run.

The Takahashi Tohira Datsun 240Z was in GS trim with 2.9 litres and modified brakes and suspension. It finished fourth.



RACE

When the sun rose on Saturday morning it was struggling to shine through a very cloudy and overcast sky. After the usual parachute displays and marching bands, the weather still looked doubtful before the 1 pm start and as the cars lined up on the grid the sun was accompanied by a few spots of rain. A few minutes before the start Craft rushed off the dummy grid to his pits to have his car's clutch adjusted, for he had no clutch at all on the warming up lap. His car had only just managed to make the grid anyhow, for a bag tank had started to leak as the car was fueled for the race.

When the flag fell at exactly 1 pm it was John Hine who made the best start. "I looked around and found I was in front and wondered if I had seen the wrong flag," said Hine. Going into the first corner Hallwood and Lafosse went ahead while Bell was way back in sixth place after taking things very easy off the line to save the clutch. For the first few laps things were pretty exciting with Hallwood opening up a short lead over Lafosse and Hine holding third place in attempting to hold off Watson, Jöst, Bell and Schenken. Lucas was trailing with a misfiring engine that developed when the engine was changed after practice.

After the initial scramble the order soon settled down, but unfortunately this did not include Lafosse, for after falling back he was in the pits after just three laps with a misfiring engine. This was the beginning of many stops, none of which managed to cure the misfire, and the car retired after a couple of hours, most of which were spent in the pits, the trouble seemed to be with the fuel injection system.

With the Lola out of the running the two Gulf Mirages had things all their own way during the opening laps, Hallwood opening out a steady lead over Bell. Behind, there was a terrific scrap going on between Watson and Jöst, the Porsche eventually getting ahead as Watson started to slip back with a serious understeer problem that developed as the front left tyre warmed up. Craft, although penalised a lap for his late arrival on the grid, was holding fifth place on the road and challenging Watson who eventually gave way and slipped further back to sixth spot. Hine was doing a good job holding the KYG Chevron in touch for a while but then the clutch packed up and the engine started to misfire so he backed off and took things a bit easier. With nine hours to run there was no point in heroics.

Hallwood provided the next drama when he stopped a few laps before time and reported that he thought the car had a puncture. He stayed in the car which was refueled and took on a fresh left rear tyre which dropped him back to second spot, only to find that

his strange handling problem was merely a very oily track. Bell took the lead for a short time before he too came into the pits for a routine stop, Hunt re-joining in a close second place again.

Things were looking good for the Gulf team but then after half a dozen laps Hunt made a dramatic entry into the pits with broken front suspension. He had been going along the short straight when the car felt funny, as he braked for the corner before the pits the front left wishbone mounting pin broke where it enters the bottom of the upright, and Hunt was just able to limp back into the pits. It took the mechanics 32 m to fit a new corner by which time the Mirage was placed with the saloon cars.

Behind the 2-litre sports car runners the BMW, driven by Ickx, was having things very much his own way in the saloon class, for the expected Firenze V8 challenge was a miserable failure. The number two Chevrolet Dealer Team car of Neman Giavononi did not make the grid. After the mechanics worked all night to get it repaired from its practice shunt the car fell off the trailer on the way to the race! The number one car of van Rooyen Gardner was going well in the opening stages after starting from the back of the grid, but then after half an hour the car was in the pits for good with a broken gearbox. The breather had somehow got blocked and the box pressurized blowing all the oil out of the speedo drive hole. By the time van Rooyen noticed the box going at it it was beyond repair. Even the customer Firenze was out of luck when the last minute driver replacement, stock car driver Ed Hubbard went off the road at Clubhouse. The car did not make it back to the pits, so within one hour the entire Firenze V8 challenge was out of the race.

The battle for third place behind the Mirages went to Jost after Watson's handling problems and Watson moved up to third and Jost second after Hunt's dramas. Halfway had built up a strong lead by the time he came in after 2 h 20 m of racing. De Fierlant took over and then immediately lost a lot of time trying to start the engine, but when he did get away he was still in the lead. It did not last for long, however, for within 20 m at the wheel de Fierlant went missing out on the circuit and eventually walked back to tell team manager John Horan that the engine had broken. "It was making a funny noise and then the oil pressure dropped so I switched it off and stopped," explained de Fierlant.

So with one Gulf Mirage and the Lola out of the race, the other Mirage way down the field, it was left to Jost to lead and hold off the 2-litre challenge, still with less than one third of the race completed. Watson and Jost were battling hard, the Chevron on much better terms once Scheckler re-joined the race on another set of front tyres. They took the overall lead when Jost was penalised a lap for entering the pit road too fast, a timing light destined to catch out several more drivers before the race was run.

As the race drew on the skies cleared and it looked as though we were in for a dry race, although the rate that cars were running into trouble it looked as though rain would be the least problem. Even the trusty BMW was in trouble. Just a few minutes before de Fierlant went missing and a few laps after taking over from Ickx, Stuck made a dramatic entry into the pits on three wheels. The car was running along on its brake disc sending out a great sheet of sparks. Nobody seemed to know why Stuck had lost a wheel and it was not until the complete front suspension leg was replaced and the car running again that anybody could offer any answers. Apparently the actual retaining nut was thought to have broken, the wheel having been on since the start of the race.

John Abraham retired the Rays Racing Lola shortly before this when the oil pressure dropped drastically, while Hine and Schenken both had long stops. Hine's stop was to fix the clutch although Grob eventually had to restart by putting the car in gear and dropping it off the jack. Schenken had a wire come off the alternator and the

fuel pump was giving trouble.

The Craft Keizan car lost time when Keizan pitted with a flat front tyre by courtesy of de Fierlant shortly before his retirement. "De Fierlant would come past me on the straights, but I could catch him up around the twisty bits again," explained Keizan, "then when I went alongside on one lap he moved over and knocked me up the kerb. I managed to stay on the road, but his wheel had knocked the valve out of the rim." Shortly after the three hour mark more cars were in trouble. Charlton pitted the GRD early to have a loose front door replaced, but then it would not start and the car fell even further back, behind the Hine-Grob car.

Scheckler was doing a good job holding the lead in the Chevron but then just as his pit were about to call him in there was instant drama as he failed to stop a few hundred yards short of the pit entrance. Mechanics rushed to the car with a can of fuel and Scheckler restarted and made it back to the pits, collecting a further lap penalty as he sped in too fast for more fuel. The Porsche took the lead after this drama, but then Muller also collected a one lap penalty at his stop. By half distance it was still the Chevron holding a narrow lead from the Porsche with 181 aps completed compared to the Porsche's 150.

A steady run by Schenken in the GRD put the car back in third place with 179 laps.



Lafosse's Lola had a very troublesome run, pitting after three laps with fuel injection problems.

four laps ahead of Hine/Grob while a very fast stint by Hunt and a quick change to Bell saw the Mirage back in fifth place closing fast on Hine for fourth. The Craft Keizan car dropped back to sixth place after Keizan stopped again with a shredded rear tyre which damaged the bodywork and the wing support. This took several laps to repair but the car re-joined the race still very much in the running.

Half distance saw the Chevron leading, but five minutes later it was in serious trouble. Watson pitted with the water temperature almost off the clock because the fuel pump mounting bracket had come loose and let the belt fly off that also turns the water pump. After a long stop Scheckler continued but then started a series of stops for more water and then a long stop while the fuel pump had to be replaced completely.

The Chevron's dramas was the signal for all the 2-litre front runners to have problems. Charlton brought in the GRD for good with the gearbox hardly working and when the mechanics stripped it down they found the main pinion retaining bolt had fallen off and the box was irreparable. While this was going on Craft retired the Lola with the right hand rear lower radius rod completely pulled out of the monocoque, even though it had been specially strengthened against this sort of failure at the beginning of the year. Grob was having big problems getting the engine started on his Chevron, while the car was still being dropped off the jack because

of its inoperative clutch.

By 8.30 pm the Porsche 908/3 of Jost Muller was holding a firm lead of 3 laps over the next car which was now the Gulf Mirage, still running like a train after its earlier dramas. Only just behind the Mirage, the Hine/Grob Chevron was still very much in the chase despite its problems, the works car a further four laps behind and also running strongly again, although the temperature was still a little high. The Gulf Mirage was closing on the Jost Porsche at several seconds a lap and the way it was traveling as night fell, it looked as though it could well be in front by the end. Jost had lost a couple of laps earlier when a misfire brought the car into the pits before time. After a fuel filter change the problem was traced to a faulty pump and the car continued to run strongly, but not fast enough to stay out of the Mirage's grasp for the next three hours if the Mirage kept catching up at the present rate. However, the Mirage then lost a couple of laps changing front brake pads, so at 7.30 pm the gap was still three laps. And shortly after the Gulf Mirage's chance of victory slipped further and further away as the car sat for many minutes in the pits having a broken fuel metering unit coupling rod fixed. All this left the Porsche to pull ahead by a comfortable 16 lap margin by the time the Mirage continued.

Meanwhile the works Chevron was only four laps behind in third place having a tremendous battle with the Hine/Grob Chevron, despite all their problems and the car's refusal to start at pit stops. A further eight laps in arrears the two Datsun 240Zs had moved up into fifth and sixth places after a textbook run by the Japanese and South African pairings.

As the last two hours dragged by the Jost Porsche never looked in trouble. The Mirage ran strongly to the end but gave everybody a surprise when it pitted just 8 m before the end for a few litres more fuel, Hunt staying in the car after lapping in the 1 m 31 s bracket for the previous hour.

During the final hour the real battle of the race was between the Chevrons of Hine/Grob and Watson Scheckler. The works car was still having overheating problems after its earlier boil at 9.35 pm (with just 25 m to go), the car breathed its last and refused to start; the head gasket was leaking water as fast as the team could replace it. Hine made his last pit stop just before the Chevron stopped, and the car started almost immediately. Although the works Chevron stopped almost half an hour before the end it still came home in fifth place, the Japanese crewed Datsun 240Z going ahead just before the flag while the Chevron sat helpless in the pits. Behind the Chatz/Mortimer Datsun in sixth place the BMW took seventh place despite a further 12 m stop to replace a brake caliper after a wheel weight had come off and damaged the pad retaining clip. Eighth place went to the Casoli/Gerb Pantera which ran surprisingly well throughout the race, although they ran the last two hours on 7 cylinders after a plug lead had burnt through and an unscheduled pad change cost them several laps in the pits. The Swanepoel/"La Reserve" Toyota Celica was a model of reliability and took ninth place overall and the important Index of Performance award. Tenth place went to Martin Birrane's Carrera which besides slow lap times in the heat of the day because of high oil pressure was virtually trouble free.

Kyalami 9 Hours.

South Africa, November 3

1	Re-hold Jost/Harbert Muller	3.0 Porsche 908/3	585 laps, 164 16 kph
2	Derek Bell/James Hunt	3.0 Gulf Mirage-DFV M4	349 laps
3	John Hine/Grob	1.8 Chevron-PVC/Bomb	323 laps
4	Ku-mi-ku Takahashi/Kenji Tohira	1.2 Datsun 240Z	319 laps
5	John Watson/Em Scheckler	2.0 Chevron Hart. BDA	261 aps
6	Arnold Chatz/Gerr Mortimer	Datsun 240Z	318 laps
7	Jacky Casoli/Hans Suter	3.5 BMW CSL	316 aps
8	Mario Casoli/Gerb	3.0 Da Tomaso Pan	305 laps
9	Edus Swanepoel	La Reserve	304 laps
10	Martin Birrane	Carrera	301 laps
Fastest lap: Hunt, 1 m 20.7 s, 164 219 kph			
Index of Performance: Swanepoel La Reserve, 1.01 58			
Team prize: Datsun			

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The top men at Marlboro explain their involvement

By PATRICK McNALLY

Marlboro arrived on the motor racing scene with a splash at the beginning of 1971, sponsoring the BRM team. Their lavish parties and promotional gimmicks, like their famous stage coach, and attractive Scandinavian models did not always receive unanimous approval—but they certainly added much colour and aroused a great deal of interest outside the sport.

Now we are at the end of the 1973 season, and Marlboro have severed their connections with BRM completely. Philip Morris, are on the verge of announcing their plans for next season after months of speculation, with just about every team's name tied to Marlboro from one week to the next. Although nothing official has yet been announced, it has been stated on European television, and reported in the world press, that Marlboro, in conjunction with Texaco, will be backing the McLaren team. Drivers will be Emerson Fittipaldi and Denny Hulme.

Prior to Marlboro coming along, Yardley had backed BRM. While the cosmetic concern seemed delighted to see the back of the BRM team in 1971, they are not too happy at the imminent loss of the successful McLaren team.

In order to shed further light on a major sponsor's views of motor racing, I interviewed Ronnie Thomson, president of Philip Morris Europe, and Pat Duffeler, a director of Philip Morris Europe, and managing director of Orecka, Philip Morris' promotion company.

Ronnie Thomson's keen sense of competition developed in his years as an athletic blue and a Scottish rugby international, stands him in good stead as president of Philip Morris Europe, a position he has held for the past four years. Born in London in 1936, of Scottish heritage, he was educated at University College and took degrees in law and economics at Cambridge, he is also a chartered accountant.

Pat Duffeler, an American born in Brussels, is an economist, he joined Philip Morris three years ago, but is already a director of Philip Morris Europe—a small achievement at the age of 30. He enjoyed his first taste of motor racing as a business spectator at the Monaco Grand Prix in 1970.

Ronnie Thomson, president of Philip Morris Europe, during his interview with Patrick McNally



RONNIE THOMSON

President of

Philip Morris, Europe

In Austria, Louis Stanley caused a good deal of merriment by announcing that he had "Decided to chuck Marlboro." What were the facts?

No one chucked anybody. We had a two-year agreement with BRM, and we had the option to renew that agreement—we decided not to renew, the option being ours and not Mr Stanley's.

Do you feel that you got any benefit out of your association with BRM?

A much more tangible benefit than we ever anticipated for several reasons; first of all, we anticipated that BRM would generate a lot of publicity for us by winning races. The fact that they only won one Grand Prix was to our advantage for it forced us to take the initiative. We had to be much more creative in the promotional field. I feel, though we lost nearly every race—we won just about

every promotion.

We also realised that we would have to take the initiative in the choice of teams and drivers. BRM forced us to become active rather than passive sponsors, and forced us to be creative and make a good contribution to the sport. For example, the Prix Rouge at Blanc Joseph Siffert Award.

Do you consider that Grand Prix motor racing is being organised efficiently enough to keep big sponsors like yourselves involved?

Philip Morris' involvement is not small. Motor racing has matured considerably in the past couple of years—in terms of professionalism. The most important point to a sponsor is to give him enough planning time. If he has spent a large sum of money on a major event like a Grand Prix, it is inconceivable to him that the Grand Prix may be cancelled with less than one week's notice. (An obvious reference to the Belgian GP at Zolder—Ed.) If there is national or worldwide TV coverage, there must be no question of late cancellation. Therefore, the schedules, the monies involved, the drivers, the safety fea-

tures of the circuits, all have to be settled at the beginning of the season.

I think that this is now the case, but feel that the CSI should have more control over these matters.

Jackie Stewart made some rather uncompromising remarks about what you had to say at the sponsors' meeting at Monza. What did you say to upset him?

I think that the sponsors' meeting, which Mr Stewart decided to attend, enabled sponsors like myself to agree with him that there was a necessity to restrict the number of pit passes for safety reasons. However, problems like these should be handled by the CSI with all the interested parties involved, and the drivers should not act unilaterally. We as a sponsor were particularly offended as the constructors' and drivers' high handed action was solely to the disadvantage of the press photographers, TV and other professionals without which there would be no Grand Prix racing.

Does Philip Morris intend to support motor racing to the same extent as they did this year?

I think, from the investment point of view we will be at least as much in motor racing. However, we will be allocating our budget in a more effective way.

You don't envisage transferring some of your efforts to your other sporting activities?

No, Philip Morris is already involved with many other sports especially those of high class and quality which we consider suitable for Marlboro. For this brand we tend to try to create a generally masculine image. The whole theme of Marlboro, since its conception has been masculine and virile—the Marlboro Cowboy is typical of this. I feel that motor racing, the drivers, the danger, the spirit, the colour, are all directly compatible with the "Marlboro Country" advertising theme.

Is your racing budget controlled from America or from Europe?

Europe accounts for over 25 per cent of Philip Morris' incorporated worldwide profit, which gives us reasonable freedom of independent movement. With marketing expenditure for Europe in excess of 40 million dollars, you can see that motor racing is only a very small part of our programme.

PAT DUFFELER

Managing Director of

Marlboro's promotions company

Why did Philip Morris decide to team up with BRM in the first place, and when did you make the decision to look for another team? I think Louis Stanley had an interesting idea when he came to us. They had won the Austrian and Italian Grands Prix, and were second in America. If you look at their success from July 1971 to the end of that year, you can see BRM were doing exceptionally well. We got to Stanley through the late Jo Siffert—Jo had been associated with Marlboro for a couple of years already.

Ronnie first met Louis Stanley at the Grand Prix of France. We spoke to him in Monza, the day Peter Getto won. Louis Stanley had done his homework well and at the presentation, had a fairly thorough book full of ideas. Basically, the concept was a multi-national team. Little did we know that this concept was unworkable—the first year proved this. We found out, before Stanley did.

We plunged into motor racing, and learned fast—the hard way. By Monaco of last year, you will recall, we organised one of the biggest social occasions of the weekend on our boat in the harbour. It was only our first year in motor racing, but everybody was there.

We knew that Stanley and Yardley had parted on non-speaking terms. It was a challenge to us. We tried to respect the spirit of motor racing, for example we have sponsored over a dozen Grands Prix, but never asked for the name of the race to be changed. That's a national heritage. (For example they would never consider a Marlboro Grand Prix instead of the Scottish GP—Ed.)

When the premise of Louis Stanley proved unworkable, we urged him to reduce the

number of cars entered at each race. As Emerson Fittipaldi puts it: "To achieve success, a team needs total concentration," and this BRM lacked. Success is not all-important to our promotional effort, but we wanted to be competitive and credible.

By the Dutch Grand Prix this year, I had already told Louis Stanley that we wanted all our options opened, and that we would not renew for 1974. I feel we have parted on good terms. I have always found him personable and some of his recent comments I have found surprising and, yes . . . amusing. This was a business decision and when queried by leading British daily newspapers, we stated that our decision was based on results (or rather a lack of them).

Louis Stanley, commenting on the fact that Regazzoni was dropped from the team for the Canadian Grand Prix, is stated to have said that it was no business of Marlboro, who he had drive his cars, but he sent a telex to you out of courtesy. What is your comment on this?

We were unhappy that Clay did not get a drive. The decision was made without consultation, which was against the terms of the contract Louis Stanley signed. We felt that anyway the reasons involved, and the lack of notice were inadequate.

Louis Stanley has stated on many occasions that Marlboro's financial participation constituted only a very small percentage of BRM's racing budget—is that true?

He never failed to remind us of that. As our arrangement was primarily based on success bonuses, Louis Stanley could have quite easily, with moderate success, doubled his sponsorship income.

The big question everybody is asking at the moment is "What exactly will the set-up be next year?"

Practically every team has talked to us this past year—Tyrrell, Lotus, Brabham and McLaren. At the moment, I cannot officially tell you the precise situation, because the drivers and teams have obligations that we would not want to prejudice. And indeed, some of the comments I have read in *AUTOSPORT* and other motoring magazines on the future are both out of order and inaccurate. It may be interesting for your readers to know that our relationship with other large sponsors and even competitive companies has been excellent. We have entertained each other in our respective hospitality units.

By now, teams and drivers should know that they cannot play one company off against the other.

Just about every BRM driver has complained that he hasn't been paid his contractual fee. Was this fee BRM's commitment or Marlboro's?

We have a direct promotional contract with every BRM driver, separate from their driving agreement, and these have all been paid in full.

Jacky Ickx is a Marlboro sponsored driver. Will you try to influence which team he finally signs with?

Definitely not. It's his decision, which will obviously be based on his chances of success. (The reason he has just signed for Lotus—Ed.)

Do you intend to have the same type of promotional activity next season? Some people considered your parties a total waste of money, and your dolly birds in the pits and the paddocks rather unnecessary.

We will change the format of our promotional activities. We do not think our parties have been a waste of money, and it is probably those whom we have least wanted to see who claim they were. Jackie Stewart has said "That one of the principal ingredients on the Grand Prix scene is its glamour image and the contribution of its beautiful women." We hope we have added some. Incidentally, our girls are under strict instructions to be out of the way when the racing is on.

I think that we have succeeded in promoting motor racing generally. We have wanted to see other sponsors attracted and arouse the interest of the general public. For many Grand Prix, the only publicity or advertising was done through us.



The Marlboro hospitality unit—a common feature at Grands Prix (above). BRM's Louis Stanley greets Ronnie Thomsen at Silverstone, with Joe Bugner looking on (below)



Do you think that the sponsors should have a bigger say in the running of motor racing? What is a sponsor—someone who pays £500, £50,000, or £500,000? Sponsorship is a very vague term. Certainly, the degree of involvement and participation has to command the corresponding input towards decision-making. Consultation is critical—neither the GPDA nor the Formula One Constructors Association can afford to make unilateral decisions regardless of the impact they may have on the sponsor's investment, or the national status of motor racing in a given country. And here, working more closely with the CSI will, we feel, improve the overall organization of motor racing.

I see an expanded role for large companies, assisting in the development of motor racing. It is a truly international sport, and I foresee additional Grands Prix in the calendar, perhaps in Japan, Venezuela and Australia. That would be good for the sport, but it would require funds and international co-operation.

What tangible benefits does your company derive from motor racing, and what are your objectives?

Not just "brand awareness"—also the projection of the corporation for everybody now knows that Marlboro is Philip Morris.

Because motor racing is such a phenomenally interesting world, it has opened up a lot of contacts for us. I think that motor racing in general has a tremendous wealth of talent involved in it—if you think of the constructors and designers, as well as the drivers, and some of the people very close to the scene.

For us, motor racing has been a vehicle to entertain distributors, corporate friends, agencies and people with whom we are doing, or hope to do, business. The company feels it has received enormous value out of motor racing—but we have worked hard at it, and given a lot too.

How can you measure the results?

We have tested public reaction to our involvement and the results were far more favourable than we ever thought.

How long do you intend to stay in motor racing?

It is not meant to be a volatile flirtation. For example, our agreements with Paul Ricard, Nivelles, and certain other tracks were made for ten years. Did you know that we are investing substantially in a unique motor racing timing system, working in conjunction with Hauer? For this, we hope to have the full co-operation of the teams.

What drivers will you sponsor on a personal basis next year?

Fewer than this season. I assume we will continue with Niki Lauda, Clay Regazzoni, and of course our own team drivers. This you must understand will depend on the individual driver's contract with his team.

Will the promotional activities of Marlboro still originate from Lausanne?

The planning of motor racing activities will still come from the European headquarters. We do, as a practice, combine with the personnel in each individual market for the implementation of these activities. We have set up a small office in London which controls the fleet of promotion trucks, our 12-odd Formula 1 replica cars, and our field force, which, when combined with local assistance, may total up to a 100 people at certain Grands Prix.

What is the planned budget for motor racing in 1974?

Obviously, I cannot tell you that. And anyway, the currency variations have complicated the issue. Altogether a slight increase in budget, principally due to the new team involvement.

When will the official announcement be made concerning the new team?

Early January 1974

Purely personal



"If all the other users of oil are forced to take a cut, we shall have to accept our fate, but if motorists are victimised while aircraft squander thousands of gallons, we must fight like tigers for justice."

JOHN BOLSTER

It has been known for several years that the supply of oil fuels from the earth is not inexhaustible. Learned men have been pointing this out but nobody has taken much notice. Trains and ships, which used to run on coal, have been converted to oil, while plastics and other oil-based materials are increasingly used in manufacturing processes.

The possibility of an immediate shortage did not, in fact, exist in Britain. Some people rather cynically remarked that there would be enough to last for our lifetime and that it was up to posterity to harness the atom to the car or invent a new and better battery. In fact, our fuel consumption is not particularly high compared with some other countries. We do not squander so much oil as might be expected on generating electricity, because the Scottish hydro-electric network makes such a large contribution, both to domestic and industrial supplies. Furthermore, the output of the North Sea oil rigs is far from negligible, with more to come.

Britain has always invested sensibly in oil. Our refineries and tanker fleets are more than adequate and, in general, our governments have always realised the importance of our oil supplies. Whether or not they should have been less enthusiastic about the wholesale conversion of so many services to oil is now open to question, but it certainly looked as though Britain was sitting pretty for at least the next 20 years.

The United States, on the other hand, had for a long time been going slightly mad. The consumption of oil was going up and up until refinery capacity was barely adequate, reserves were failing, and the Americans were almost living from hand to mouth in this respect.

They would have got away with it, if it had not been for pollution. There is not the slightest doubt that much valuable work has been done in cleaning the exhaust of the petrol motor and this is something from which we all benefit. However, the standards for which the latest USA regulations called were frankly absurd. In trying to meet them, the American manufacturers were turning out cars of pathetic performance in relation to their size but, much worse, their fuel consumption was enormous. The fuel wasted by these ridiculous machines was sufficient to cause local shortages, even without any emergency arising.

The emergency has arisen all right. The Middle East war has cut off a proportion of America's oil and the Arabs, incensed with the backing given by the States to their enemies, have decided to make them suffer. The Dutch are in a similar position and have already had to ban Sunday motoring. Certainly, the Americans will have to face petrol rationing and the oil-rich Sheikhs are so well off that they can afford to make it hurt. However, they will not be able to resist all those lovely dollars indefinitely, and it is no use having oil if you don't sell it. Eventually, the USA will get their oil—at a price—but the latest pollution laws will have to be repealed and those huge cars will quickly go out of

fashion.

At present, we are lucky to have years of sensible living behind us and we are enjoying the fruits of our governments' foresight. We, in our turn, may be the victims of an unexpected emergency, but at the moment of writing it would be fully indeed to introduce petrol rationing. Comparatively speaking our cars use very little fuel compared with jet aircraft. If a few of the planes that fly vast distances, with less than half their seats occupied, could be re-arranged to carry full loads, more fuel would be saved than any rationing of cars could possibly achieve.

Most of us, myself included, are suffering from the jet habit. I'm sure that Britain would survive if we rationed some of our flying. To ration motoring, on the other hand, would immediately cause a great deal of hardship and many people would lose their jobs. Let us forget the car as a rich man's plaything or a status symbol; the real cars are the indispensable tools with which their owners earn their daily bread. Without them, they would be back in the horse and cart age, but it would take years to breed enough horses and what about pollution then?

Unfortunately, we have in this country a small but militant anti-motoring group. They stood outside the Motor Show with banners saying, "Kill the Car!" Utterly selfish, they think that because they live in towns, everybody can use public transport. They would be amazed to know how many people are literally cut off from civilisation without individual transport. There are some parts of the country which could not be inhabited at all without the help of the motor vehicle. At least, if the postman cannot drive his van to my lonely farm, I shall receive no more tax demands which is wonderful news.

The "antis" may seem a bit pathetic but their propaganda rubs off on to unintelligent people. A writer in a Sunday paper has already virtually accepted rationing and, in passing, has suggested a ban on all motor sport and a blanket 50 mph limit. I am afraid that if any form of rationing affects the public writers like this will stir up an outcry and all our sporting events will be forbidden. It's as simple as that; if people have their own motoring curtailed, they will see that nobody else has fun with cars.

If a situation were to arise which made rationing essential, we would, of course, be compelled to lose our sport and the whole industry which it supports would collapse. The entire picture can change, and as I write I am listening to disquieting news from the Arab Gulf States. However, at this moment I

am convinced that panic imposition of rationing would be a disaster. The anti-motoring people are making hay on radio, TV and in the newspapers. We must fight them or they will swing public opinion against us, and a lot of people who are not active motorists could be influenced. They would love to take our beloved cars away from us and to destroy the best sport in the world.

We must, all of us, write in at once if we hear a biased broadcast or read a twisted article. In the more blatant cases, it is worth while writing to our MPs as well, for so few of their constituents bother to write that they pay attention to those who do. If all the other users of oil are forced to take a cut, we shall have to accept our fate, but if motorists are victimised while aircraft still squander thousands of gallons, we must fight like tigers for justice.

During a previous rationing period, some racing took place on unrationed fuel. I have no figures on the quantity of methanol which might be available, but even if there were only enough for sprints and short distance events, it would be better than nothing. Methanol cannot be used on the road, because it is untaxed, but it works very well indeed in almost any high-compression engine, though if it is employed near the consumption is double that of petrol.

Whatever the outcome of the present emergency, we are likely to pay a great deal for our fuel in time to come. Most of us will tend to buy smaller cars and obviously the Government should encourage such economy. In this connection, a new cheap tax class should be started for very small cars—say up to 750 cc. Some people would regard such motoring as a living death, but for short trips and shopping it would save a colossal amount of petrol. It is during the cold start and warm-up period that the big car drinks so much fuel, which cannot be avoided when you have a large lump of cold metal to heat up to working temperature every time. If we can keep our road-burners for long journeys, all will not be lost.

The news is changing hour by hour and what I have written may be out of date by the time it is printed. Let us see that, whatever happens, we defend ourselves against the lies and half-lies of the anti-motors, who are now enjoying a splendid opportunity in, as they say, "Kill the Car!" If petrol rationing is ever started, it will be with us for ever like the 70 mph limit. England is a democracy and it is up to us to see that such legislation is never introduced, even as a temporary measure.

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Donohue on his way to one of his two wins ahead of Revson and Pearson

Donohue's Carrera wins two

Now it's down to six. Follmer, Unser, Donohue, Revson, Pearson and Foyt. Those are the ones who have won the most points in the three Riverside heats of Roger Penske's International Race of Champions and they are the ones who will battle out the final round at Daytona Beach next January. Donohue won two of the races, driving with his remarkably cool demeanour to comfortable wins, each from pole position, while Follmer fought his way energetically through from the back of the grid to win the other heat.

The most dramatic performances were those of Emerson Fittipaldi, who was fastest in practice but fell victim to the rather overly complex rules and emerged with two well-earned third places but too few points to qualify for Daytona. David Pearson and Bobby Unser were the great revelations. Stock car man Pearson fought brightly and steadfastly in every race and rarely backed down from a controlling position, while Unser showed some excellent flashes of speed in finishing second in both of Donohue's victories.

Unfortunately the Carrera races seemed to tarnish in the face of a few shortsighted regulations and some unforeseen troubles with the cars themselves. But they were exciting, no quarter given races and the crowd was nothing short of ecstatic with every one of the 90 laps that the dozen, colourful Porsches wailed and crackled about the circuit.

Roger Penske's baby will have its winner decided during January's Daytona Speed Week with the final race televised live and the Riverside qualifying heats shown on tape during the same programme. It's a big extravaganza this IROC, with 16 brand new Porsche Carreras from the factory and insured by Lloyd's and Lester Seasongood.

Three of the Carreras were put aside as training cars and it was those three Porsches which the dozen champions used to learn and practice with. After two days of practice the drivers selected their first heat cars by lot and went out for two flying laps of qualifying. And they could make no changes to any car that they drove. Not even tyre pressures or dampers could be touched. Oh, there was one thing. The seat could be adjusted fore and aft.

Of all the entries only Fittipaldi had not raced before at Riverside. So it was rather surprising then that Emerson should have qualified fastest ahead of Donohue, Revson and Follmer all of whom had some considerable experience around the rolling wastelands of Riverside.

The first two Carrera races were run on Saturday, fitting in and around CanAm qualifying sessions. Prior to the first race there was a drivers' meeting which both Fittipaldi and Follmer were late in attending. Emerson got held up in the LA traffic and George was busy qualifying his CanAm Porsche, but both were penalised and moved to the back of the grid. Needless to say, there was some depression at this decision. "This is supposed to be an International race, not Boy Scouts," mumbled someone.

So it was Donohue and Revson on the front row and Pearson and Hulme on the second row for the first 30-lapper. The eager bunch of cars jostled away from the rolling start with Donohue squeezing himself ahead on the outside and holding the lead as they funneled down towards Turn Two and the Esses. The swarming mass of cars thinned itself reluctantly into a tight line flicking and swirling through the sweeping lefts and rights. Puffs of sand squirted into the air from errant tyres skirting the edge of the tarmac, and then showered down around the cars. It really was going to be close, unrelenting racing!

That first heat was all Donohue's. For a while Revson kept in contact but after some dozen laps his brakes began to fade and he slipped back to be attacked by a group of half a dozen droning Carreras. Pearson had snatched third place at the first corner and

had settled there only to be caught by Unser. Follmer, Hulme and Foyt and it was this lot which Revie found looming in his mirrors. Pearson soon outbraked Revson and a few laps later Unser too nicked inside Peter and began to pull away. During the last 10 laps everybody began to experience some kind of fading brakes and they all spaced out in the positions contending carefully with the brakeless machines.

The last few laps saw Pearson begin to smoke badly and after a couple of slow nursing laps he had to pull off with a gearbox tea gone. So it was Unser who took second a little over half behind Donohue who had obviously benefited well from his familiarity with the Carrera but had, nevertheless, driven an extremely well judged race. Revson was a few seconds farther back but clear of Follmer who spun at the end of the Esses but lost barely a few seconds in getting back on ahead of a closing Hulme. Foyt was sixth by a large margin from Petty who admitted to having trouble adapting to the Porsche. McCluskey was well back in eighth having spun on Pearson's oil while Johncock lost a lap with a stop to straighten out the bodywork after going off under braking when chasing McCluskey. Allison was classified 11th after running into gearbox troubles and having both front and rear windshields pop out. And Fittipaldi worked up from the back, passing Foyt on the seventh lap and then catching right up with Hulme before spinning across the hard-packed dunes and damaging a fuel line when the front brakes disappeared.

Both Follmer and Fittipaldi were upset about being stuck at the back of the first heat. Fittipaldi even considered not doing the other races for it did after all, seem to have been a ridiculous price to pay for being a few minutes late.

Ah, well, things carried on and Emerson took up his pole position for the next heat with the rest of the order reversed and Donohue on the back row. The cars had also been switched so that Mark had Fittipaldi's car and so on, the Penske and Porsche mechanics having, of course, repaired any damaged car.

Fittipaldi took the lead but he got shouldered out by stock car man Allison and Pearson on the second lap. Pearson forced his way past Allison a few laps later and they and Fittipaldi broke away from the rest. Just before the mid-point of the 30 laps Emerson passed Allison and began to

pressure Pearson, getting by a few laps later as Follmer came storming up from the back and caught he and Pearson. Follmer's charge soon took him into the lead and he was able to edge from Pearson as Fittipaldi dropped back with the brakes fading again. But Emerson made a big effort over the last few laps, caught up the 3s deficit, and passed Pearson with fenders leaning on fenders all the way through one turn and along the next straight. And as they braked down into the dropping left-hander that followed Emerson went into a sharp spin when his rear brakes locked up.

So Follmer won a charging race in extremely fine style from Pearson who slowed drastically on the last lap. Fittipaldi recovered for third from Revson who held off a closing challenge from Foyt. Unser was sixth having come through well from the back of the grid while Allison faded to seventh with a deflating rear tyre. Then came Hulme who felt his car was just plain weak while Johncock and Petty clouted each other in the early laps and lost time with stops. McCluskey spun into the Turn Nine wall and Donohue stopped with the throttle sticking after not being able to get out of last place.

Again the finishing order was reversed along with the cars for the next grid and any bent cars were replaced with the extra practice cars. Donohue again took full use of his pole position and seized an immediately substantial lead from Hulme, Johncock and Petty. Donohue got himself about a second clear of Hulme and the two of them broke slowly away from the others. Petty bounded across the rough through the Esses on the fifth lap and dropped to the back, just ahead of Fittipaldi who was the last of a nine-car group, led by McCluskey. The USAC Champ on was having by far his best race of the three when his car started smoking badly and he was black-flagged. Then Johncock pulled in from his good place with a jammed throttle linkage and Petty fell right back with the same trouble.

So the race finally took shape with Donohue in control from Hulme who was well ahead of Bobby Unser and the rest who were in a tight, nose to tail group. But Unser soon broke away from the rest and started catching both Hulme and Donohue while Fittipaldi having conserved his brakes for 10 or so laps at the back began to work through the five-car group. Slowly and methodically he outbraked every one of them into the fast Turn Nine and pulled out perhaps half a second through the long corner itself.

By the 22nd lap Emerson had got by Pearson for fourth which became third as Hulme, who had been closing on Donohue, ran out of brakes and spun down to eighth. So it was now Unser chasing Donohue and Fittipaldi (catching both of them). During the last seven laps Unser halved his 5s deficit to Donohue and Fittipaldi drove even faster, wasting not an inch of road and coming from nearly 7s behind Unser to within two ticks of the watch. It was fine, stirring stuff. One of those "If only there were a few more laps" situations. But Donohue prevailed from Unser and Fittipaldi. Pearson was another 6s down with Follmer climbing all over him after another good drive from the back row. Foyt and Revson were right behind George with Hulme catching them up again over the final laps. Allison was classified sixth after dropping back with a weakening engine which ultimately stopped.

The IROC must be an extremely good idea. It was, after all, immense fun to watch, but it suffered perhaps from a few too many "tricky" rules. Perhaps next year's knock-out rounds should allow a driver to start in the grid position he earns either in practice or from the previous heat. And according to Penske the race will be run again next year with a considerably larger prize pot.

International Race of Champions Riverside October 27-28									
Race 1	30 laps	Mark Donohue	45 m 7.50 s						
2	30 laps	Bobby Unser	45 m 7.50 s						
3	30 laps	Denny Hulme	45 m 7.50 s						
4	30 laps	David Pearson	45 m 7.50 s						
5	30 laps	Emerson Fittipaldi	45 m 7.50 s						
6	30 laps	Bobby Unser	45 m 7.50 s						
7	30 laps	Mark Donohue	45 m 7.50 s						
8	30 laps	Emerson Fittipaldi	45 m 7.50 s						
9	30 laps	David Pearson	45 m 7.50 s						
10	30 laps	Bobby Unser	45 m 7.50 s						
11	30 laps	Mark Donohue	45 m 7.50 s						
12	30 laps	Emerson Fittipaldi	45 m 7.50 s						
13	30 laps	David Pearson	45 m 7.50 s						
14	30 laps	Bobby Unser	45 m 7.50 s						
15	30 laps	Mark Donohue	45 m 7.50 s						
16	30 laps	Emerson Fittipaldi	45 m 7.50 s						
17	30 laps	David Pearson	45 m 7.50 s						
18	30 laps	Bobby Unser	45 m 7.50 s						
19	30 laps	Mark Donohue	45 m 7.50 s						
20	30 laps	Emerson Fittipaldi	45 m 7.50 s						
21	30 laps	David Pearson	45 m 7.50 s						
22	30 laps	Bobby Unser	45 m 7.50 s						
23	30 laps	Mark Donohue	45 m 7.50 s						
24	30 laps	Emerson Fittipaldi	45 m 7.50 s						
25	30 laps	David Pearson	45 m 7.50 s						
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27	30 laps	Mark Donohue	45 m 7.50 s						
28	30 laps	Emerson Fittipaldi	45 m 7.50 s						
29	30 laps	David Pearson	45 m 7.50 s						
30	30 laps	Bobby Unser	45 m 7.50 s						



The turbo-Porches of Donohue (right) and Redman leads the field away at the start of the final

Six and out for Donohue

By GORDON KIRBY

Photos by CHARLES LORING

For the sixth time this year Mark Donohue has swooned his blue slug of a Porsche to a CanAm victory. This was the most complete, most unchallenged win of them all. It was an expected win that was all but forgotten in the midst of the tumult surrounding Donohue's unexpected announcement of his retirement. So it was that Riverside's Times Grand Prix was a grand finale to Mark's most thoroughly successful season. A season in which his talents as a driver, an engineer and a craftsman were orchestrated into the racing of the most perfect machine that a man could hope for.

The race that we had hoped would develop behind Donohue was a desolate event. Both Schechter and Follmer clipped some of Riverside's old, tyre turn markers, crumpling their Porsches' fronts and packing up with unmanageable machines. Jackie Oliver was another to elude the tyre markers, losing all of his Shadow's nose as he did so, while David Hobbs pulled in with yet another cracked head forcing his Black Label McLaren M20 to overheat. For most of the final Brian Redman worked hard to hold second place with Vasek Polak's updated 917 Porsche, but a ball joint snapped giving Brian a nasty fright and Hurley Hayward and his 917/10 an easy second from Charlie Kemp's RC Cola version.

The rest wilted and broke all too soon and it was Bob Nagel who found himself with fourth place towards the end, well clear of Milt Minter's 2.0 litre Alfa Romeo T33 3. As car after aged CanAm car broke under their own stress the final 49 laps of Riverside degenerated into a dismal procession. Only eight men cruised their ways carefully to the chequered flag and the end of a desperately unwell CanAm year.

Riverside has always been the place for the Southern California SCCA amateurs to fatten up the CanAm's girth with their collection of old McLarens and Lolas. It was not that they were threateningly competitive. Rather it was the fresh enthusiasms and sporting tone which they brought to the final Group 7 race of the year.

But this time there were none of those fun racers. Instead there was the usual Panzer array with the likes of Hobbs and Oliver looking to get amongst the turbochargers whistles. Next out of all the also-runners was the Ferrari 512 entered for Sam Posey. A red car with 12 unmated cylinders and a bubbling and enthusiastic driver (We can always count on Sam to refresh us with his vivid recollections of some behind-the-wheel drama).

Rather than using the long course of previous CanAms, the shorter 2.1-mile circuit which was used for last spring's F5000 race was employed for the first time in years. Only half a dozen cars managed finally to go quicker than the best 5000s with Donohue, of course, being considerably better than the rest. Again Mark had both cars on hand, the spare number seven machine spending most of practice lurking insolently and pointedly in Penske's own corner of the paddock.

Donohue did the bare minimum of practice, concentrating equally as well on the accompanying Carrera race. Yet he was handily and definitely quicker. There was simply not a patch of California pavement where any other car could approach the 917 30. Donohue was the quickest and most precisely adventurous of all as he pressed the squatting blue car around with remarkably tidy vigour. For lap after lap he would flick and squirt his way along the tarmac in unerringly clear designs, holding the car in easy, tyre-chirping slips, building the revs and letting the throttle catch up with things just in time to settle

the car into a powerfully graceful arc as it shot away down the straight. With his regular car Donohue did a best of 1 m 10.290 s, while his handful of laps in the second car yielded a lap in 1 m 11.487 s.

Again it was Follmer and Schechter fighting tenth by tenth for second-fastest, with the RC Cola man finally doing the better lap. The Porsche was a bit loose on Friday, oversteering its way through the long right-hander that leads on to the fast sprint past the pits and down to the esses. But George had it balanced out by Saturday and driving as well as ever he came down quickly into the 11's bracket, winding up with a 1 m 11.600 s.

Schechter was just a hair slower, having got himself organised on Friday and doing mainly a few tests and satisfying laps on Saturday. Jody was tidier and more at ease than ever, controlling the Porsche's power with a growing softness and surety. 1 m 11.809 s was the best for Vasek Polak's number one car while his other car was fourth-quickest on 1 m 13.760 s. This was the older 917 for Brian Redman, now with a 5.4-litre engine but still living with the old front end and its heavier and less stable feel. Each day of practice brought a new chassis breakage for Redman's car. On Friday the frame cracked around the collecting point where the tubes converge to form the upper, rear pick-up at the back, and then the bracket itself failed on the following day. It left Brian a little wary of the morrow.

A distinctly optimistic David Hobbs got Roy Woods' Black Label McLaren M20 around with enough speed to worry Redman and disappoint the normally aspirated class no end. The McLaren had been extensively rebuilt since Laguna and yet another new engine had been fitted, an engine which began to crack its heads on Saturday morning, although the team was able to do another of their too-

familiar rapid paddock engine changes in time for the afternoon session. And Hobbs was able to go just as well as before, losing nothing to the 917 10s either under braking or through the corners, be they fast or slow. David's fastest lap was 1 m 13.868 s.

Hurley Hayward went better than ever with his own 917 10, finally coming down well into the 1 m 14's bracket with some consistently smooth and intelligent pacing. Hayward ultimately managed a 1 m 14.097 s which left him well ahead of Charlie Kemp's best of 1 m 15.022 s. Kemp lost a lot of time during practice's second day when he fell foul of the tyre markers and tore the left, front fender away from his RC Cola 917/10.

There was a surprise in ninth slot on the grid. It was the Commander Motor Homes Turbo McLaren-Chevy M20 of Mario Andretti which also lost a large chunk of time when Mario clipped the deeply embedded rubber markers. Andretti got in only half a dozen laps on Saturday, struggling still with the same Firestones which had been so bad at Laguna. Again the tyres would slip and spin under any sort of rapid acceleration so that Andretti was forced to drive the car easily and gingerly, applying the considerable power of the MRE-based turbo Chevy while he was pointing the M20 in only the straightest of lines. But the car was truly rapid along the straight bits and there was nobody who doubted that this McLaren had the potential to withstand a Porsche attack.

Jackie Oliver was 10th-fastest, his Shadow looking decidedly vague and discouraging through the slower twists where its heavily unresponsive steering made the car react in delayed and unpredictable lurches. Yet Oliver could get the thing through some faster portions of the track almost as well as any body and after removing the nose lip he was very nearly as quick as Hobbs around the fast 140 degrees of Turn Nine which leads on to the pit straight. Jackie managed 1 m 15.336 s but Vic Elford's turbocharged Shadow was over 2 s slower with the awkward chassis aggravated by the greater power and Vic's practice shortened drastically by some chronic overheating which was to persist throughout the weekend despite a thorough cleaning of the cooling system and an exchange of cylinder heads.

John Cannon looked more and more at home with every lap of practice and by the end he got down to a 1 m 15.393 s best with his Commander Motor Homes McLaren MkF M20. Cannon was the last of what we could call the competitive runners, sticking firmly to Goodyear rubber after the team's lesson at Laguna. Posey's Ferrari qualified 18th, right in the midst of the CanAm backbone of two- and three-year-old McLaren/Lola variants.

The Sunday morning warm-up gave Redman a chance to try out his Porsche with the chassis reinforced at both rear pick points with triangular plates and Follmer a chance to try out the replacement engine for his tired practice unit. For Brian it was reassuring as he found the car back to its twitchy

but predictable style of Friday. But George did just a few laps before he came rushing into Turn Nine with a billowing plume of blue smoke trailing out above and behind the white Porsche. He shut off and coasted into the pits fearing the worst, but it turned out to be only a broken oil union.

HEAT

The 24 cars assumed a rarely-seen ordered pattern as Donohue paced them below the starter and projected himself immediately into an expanding lead. As they slotted into line and squirmed like a slithering snake through the esses Donohue's blue blotch was already breaking free of the tight string behind. Mark braked smoothly into the double, right-hander at the bottom of the circuit and by the time he was forcing the car into a slightly understeering acceleration away from the corners he was clear and away from the rest.

Follmer, Scheckter and Redman tossed their way through in hurried pursuit, but George flicked his way into one of the rubber markers before the end of the lap and he peeled away from the string and drove straight into the pits with the white Porsche some creased and cracked. So it was Scheckter who led the all too rare train of throaty, rumbling CanAm cars chasing coarsely and raggedly after the smoothly, whistling Porsche of Donohue. Mark was pulling out a full second a lap while Jody had soon broken clear of the train and by the fifth lap, flinging and thrusting his white Porsche with his classic panache, Scheckter began to hold Donohue within a 5 s margin. But there was little time for speculation about his chances for Jody slowed and came into the pits after seven laps with a broken synchro ring in the gearbox.

With Scheckter gone there was no hope of a pursuit and Donohue resumed his inevitable expansion of his comfortable cushion. It was Andretti who now led the rest, having powered magnificently past Hobbs and then Redman and whistled off into a chase of Scheckter. With Jody's demise Mario found himself some 14 s behind Donohue and half a dozen ahead of Redman who, by this time, had Hobbs breathing hotly in his wake.

Just as we began to appreciate Andretti's careful balancing of the turbo McLaren it became obvious that something was wrong. With every lap he was letting the car go in softer motions, feeding the throttle later and earlier, and soon Redman and Hobbs were on top of Mario. It took Redman two or three laps before he found a hole and ducked beneath Andretti into a fast right hander, immediately edging away into a comfortable second while Hobbs searched busily for a way around the turbo car. For some half a dozen laps David could not get by, or even beside, Andretti. But Mario's Firestones were deteriorating ever faster and then black and red McLaren shot by and into a chase of Redman with just five laps and 5 s to go. David was pushing the McLaren far better than he has

ever done and in just three laps he was within 2 s of Brian, but with less than two laps to go Hobbs caught Oliver's Shadow which had lost time with a spin and a pitstop. Oliver was going as hard as he could in an effort at making up places and Hobbs' passing attempts were hampered by a long patch of oil down the middle of the road which had spewed from Cannon's broken Chevrolet. So Hobbs stayed stuck in Oliver's shadow and a hard-working and tiring Redman was able to relax over his second place.

Andretti slowed drastically towards the end, still holding on to fourth place but fed up with the struggle. Afterwards he told Charlie Agapion that he wasn't going to fling through the half again as long final on the Firestones.

Fifth place was a Porsche battle between Haywood and Kemp with the latter closing up on occasion but not being able to keep any pressure on young Hurley. Oliver had been between these two and was just starting to harass Haywood when he fell victim to one of the Shadow lurches and ran across a marker rubber Jackie lost over a lap and slipped to 11th. Scooter Patrick kept Haywood and Kemp in sight to finish seventh with his M&F, the last man unlapped by Donohue. Eighth was Sam Posey who drove the raucous Ferrari well and despite a worry about a broken valve spring just managed to hold off John Cordis' second attack. Cordis had his best race of the year with his old MSC McLaren (for once it finished) and caught Posey with a few laps to go only to spin things away. He recovered smartly and reeled the red machine in so that he was again filling Sam's mirrors as they flashed beneath the flag.

Cannon pulled off from a pursuit of Patrick when his engine blew mightily while team-mate Bobby Brown slowed while he was keeping Cannon in sight when his Commander McLaren ate up a wheel bearing. Elford struggled for a few laps before stopping with the Shadow's turbo-Chevy overheating yet again.

FINAL

The third Carrera race brought joy and excitement to the hot California afternoon and as the 21 remaining cars were strolled out on to the grid there seemed to be some prospects for one of the better CanAms of the year. Andretti's car had been fitted with Goodyears and Cannon, with no contract problems, stepped into the car for a place at the back of the grid along with Scheckter and Follmer.

With his two biggest protagonists many rows behind, Donohue had an easy time at the start and as he filled the buxous sides of the 917 30 through the esses he had already drawn out a huge margin. Oliver came leaping through the gaps along the middle of the road with Scheckter thundering even faster from the back and slashing past the Shadow and into seventh before the first lap and poor Follmer found nothing but gearboxes blocking his path and he folded the whole

breadth of his car's nose against one of them and a rubber marker so that he drove straight into the pits at the end of that first lap, climbed out and walked away, his unhappy CanAm season finished.

Donohue, however, was motoring on with his usual calm, efficiency and dependability. After two laps he had more than 5 s worth of lead to Redman who was clear of a smoking Hobbs. Poor David's strong showing was already looking weaker and he came creeping into the pits the next time around with a head cracked and the water temperature climbing out of reach. Far from the first time that this has happened to Roy Wood's McLaren this season.

Oliver, too, was in trouble now for he had clouted Kemp in the midst of a corner and the Shadow's nose wrenched itself away from the car and shattered into the air. Jackie came in to retire disgustedly.

So, after just four laps, things were beginning to look bleak. There was only the race for second to live things up, for Scheckter had thrust his way ahead of Patrick and Kemp and was now chasing Haywood who was not too far adrift of Redman. By the sixth lap Jody caught and passed Haywood and began to slowly close on his team-mate. But it was a slow process for Brian was pushing his car as hard as he dared, holding it forcefully in various twitches and slides. And, surprisingly, there was Haywood keeping both of the Vasek Polak machines within range even as they worked hard at fleeing and chasing.

Around the 12th of the 49 laps Scheckter caught Redman and immediately made a deep thrust at outbraking the older car. But Brian had no thoughts of giving over and he held his line forcing Jody to scramble back into line, losing a few car lengths in the process. For a few more laps Scheckter hovered in Redman's mirrors, but then Jody sliced across one of those damnable rubber markers, tearing the left side of the nose apart and shooting off towards the pits with fibreglass dragging along the ground and against a tyre. Polak's men tried to tape it up but it was a useless task and Jody packed up, went for a shower and a long-awaited flight back to England.

Time to take stock. With 20 laps done Donohue was more than half a minute clear of Redman who had Haywood still only 5 s behind. Hurley was driving hard but still keeping things smooth and ordered and he had pulled right out of sight of Kemp who had passed Patrick for fourth a handful of laps earlier. The rest were all lapped at least once and it was Minter, screaming around in the little Alfa who was now sixth. Cordis had been showing more good form and had been isolated between Patrick and Minter until Cannon moved the turbo McLaren past the Alfa and caught up with Cordis' yellow McLaren. But just then Cannon came in with a weakening engine to be followed a few laps later by Cordis with a similar problem.

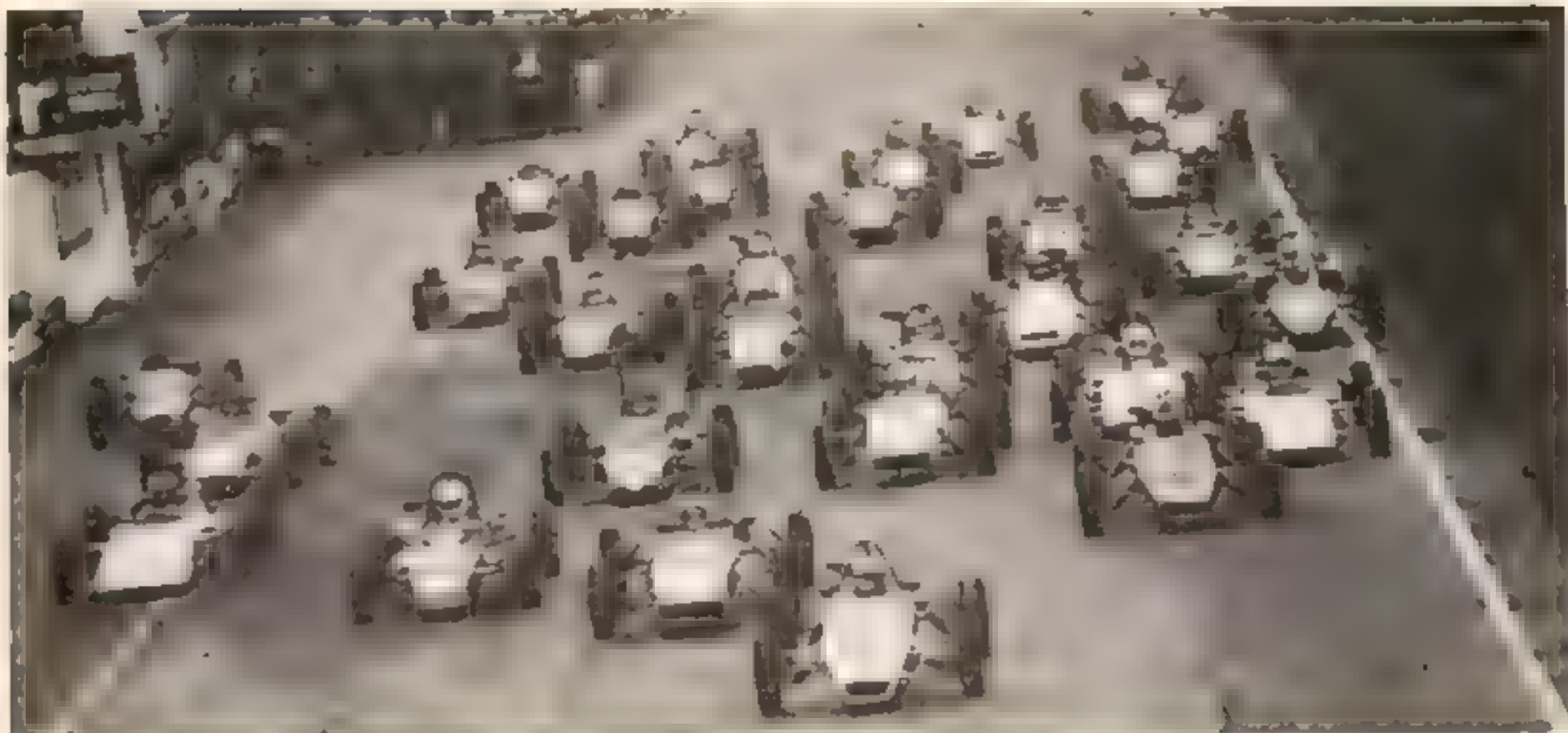
From then on there was nothing much to it. Redman finally started pulling away from Haywood only to have the car slash into a nasty slide at the fastest point of the back straight when a wishbone ball joint snapped. Then Patrick came coasting in with the drive sheared. It was like the fading hours of a bad Le Mans. The sun was sinking, casting deep shadows from its harsh orange mass and aggravating the tired tone of this final CanAm.

Donohue slowed right down over the last dozen laps, allowing Haywood to stay well within the same lap as the Sunoco Porsche. It was a slow tiresome ending to a race that had promised considerably more.

Los Angeles Grand Prix: Riverside CanAm Challenge race, 49 laps

1	Mark Donohue	5.4	Porsche 917/30 TC	1 h 2 m 4.8 s	120.312 mph
2	Hurley Haywood	5.4	Porsche 917/10 TC	1 h 3 m 45.42 s	
3	Charlie Kemp	5.4	Porsche 917 J TC1	48 laps	
4	Brian Minter	7.6	Lotus Chequered Flag	47 laps	
5	Mario Andretti	3.0	McLaren M8C	46 laps	
6	Bob Pulliam	7.6	McLaren Chevrolet M8C	46 laps	
7	Tommy Blundell	7.6	McLaren Chevrolet M8C	45 laps	
8	Steve Dunlop	8.1	McLaren Chevrolet M8C	44 laps	
9	Mario Andretti	3.0	McLaren M8C	43 laps	
10	Scooter Patrick	8.1	McLaren Chevrolet M8C	34 laps	
11	Sam Posey	1.0	Ferrari	33 laps	
12	John Cordis	1.0	McLaren	32 laps	
13	David Hobbs	2.8	McLaren	31 laps	
14	David Hobbs	2.8	McLaren	30 laps	
15	David Hobbs	2.8	McLaren	29 laps	
16	David Hobbs	2.8	McLaren	28 laps	
17	David Hobbs	2.8	McLaren	27 laps	
18	David Hobbs	2.8	McLaren	26 laps	
19	David Hobbs	2.8	McLaren	25 laps	
20	David Hobbs	2.8	McLaren	24 laps	
21	David Hobbs	2.8	McLaren	23 laps	
22	David Hobbs	2.8	McLaren	22 laps	
23	David Hobbs	2.8	McLaren	21 laps	
24	David Hobbs	2.8	McLaren	20 laps	
25	David Hobbs	2.8	McLaren	19 laps	
26	David Hobbs	2.8	McLaren	18 laps	
27	David Hobbs	2.8	McLaren	17 laps	
28	David Hobbs	2.8	McLaren	16 laps	
29	David Hobbs	2.8	McLaren	15 laps	
30	David Hobbs	2.8	McLaren	14 laps	
31	David Hobbs	2.8	McLaren	13 laps	
32	David Hobbs	2.8	McLaren	12 laps	
33	David Hobbs	2.8	McLaren	11 laps	
34	David Hobbs	2.8	McLaren	10 laps	
35	David Hobbs	2.8	McLaren	9 laps	
36	David Hobbs	2.8	McLaren	8 laps	
37	David Hobbs	2.8	McLaren	7 laps	
38	David Hobbs	2.8	McLaren	6 laps	
39	David Hobbs	2.8	McLaren	5 laps	
40	David Hobbs	2.8	McLaren	4 laps	
41	David Hobbs	2.8	McLaren	3 laps	
42	David Hobbs	2.8	McLaren	2 laps	
43	David Hobbs	2.8	McLaren	1 lap	
44	David Hobbs	2.8	McLaren	0 laps	
45	David Hobbs	2.8	McLaren	0 laps	
46	David Hobbs	2.8	McLaren	0 laps	
47	David Hobbs	2.8	McLaren	0 laps	
48	David Hobbs	2.8	McLaren	0 laps	
49	David Hobbs	2.8	McLaren	0 laps	





Start of the final with Syd Fox (18) snatching a quick lead from Derek Lawrence (56), Stephen South (138) and John Bicht (146), in front of Donald MacLeod (109) while Joubert, Arnott and Wicken all try for better grip off to the left

SNETTERTON

Lawrence's FF festival at his second attempt

By BOB CONSTANDUROS

Pictures by MIKE DIXON

This time it was Derek Lawrence's turn. From Sear of the first lap of the Formula Ford Festival final at Snetterton on Sunday, he led the cream of the country's competitors for 20 laps, crossing the line around two and a half seconds ahead of the battling duo of Donald MacLeod and Syd Fox. It had been a waiting game for most of the top runners, for naturally, the idea was not to win a heat but to be at the right place towards the end of the prospected 26 lap final. Sure enough, it was all the steady boys at the end of the day, Lawrence, MacLeod, Fox being followed by Robert Arnott and Graham Cuthbert, the latter making it a great day for Ralph Firman's nearby Van Diemen enterprise with a second and a fifth out of a total of four cars run. Organisation was in the hands of the BRSCC East Anglian centre who entered into some strange procedures to ascertain a final entry, resulting in the final being run so close to dusk as to be shortened by five laps. The weather stayed mainly dry although the track only dried on the line for one race, being damp almost throughout, whilst only a handful of spectators turned out to watch mainly excellent racing. A prize giving ended the day which was enjoyed by many, although the final positions are provisional as the first two engines were removed to Boreham for a strip, but proceedings at the prize giving were well handled by Norman Greenway, who kept the spectators excellently informed throughout the day.

The entry for this second Formula Ford festival to be run by the BRSCC included nearly all the chief contenders in FF over the season, only Ted Wentz, Richard Morgan, Frank Hopper, Stuart Baird and Peter Hartington being the well known ones to be missing. Unlimited practice for the 140 competitors was held on the Saturday during which the grids for the four five-lap heats were ascertained. On unofficial timing, conversation seemed to revolve round Richard Sterne, who was handed into the low 1 m 37 s, whilst no one even got into the 38 s. Equally, however, conversation reflected that few people expected the South African to last 43 laps with out spinning. Conversation also covered with envy Ted Wentz, much coveted Formula Atlantic drive presented to him the previous evening, the festivities of the BARC dinner and dance also taking its toll. A steady stream of damaged cars eliminated themselves from the running, the saddest being the two smart SHARP rent-a-drive Royales which were brought in from the Essex within two minutes of one another with considerable damage.

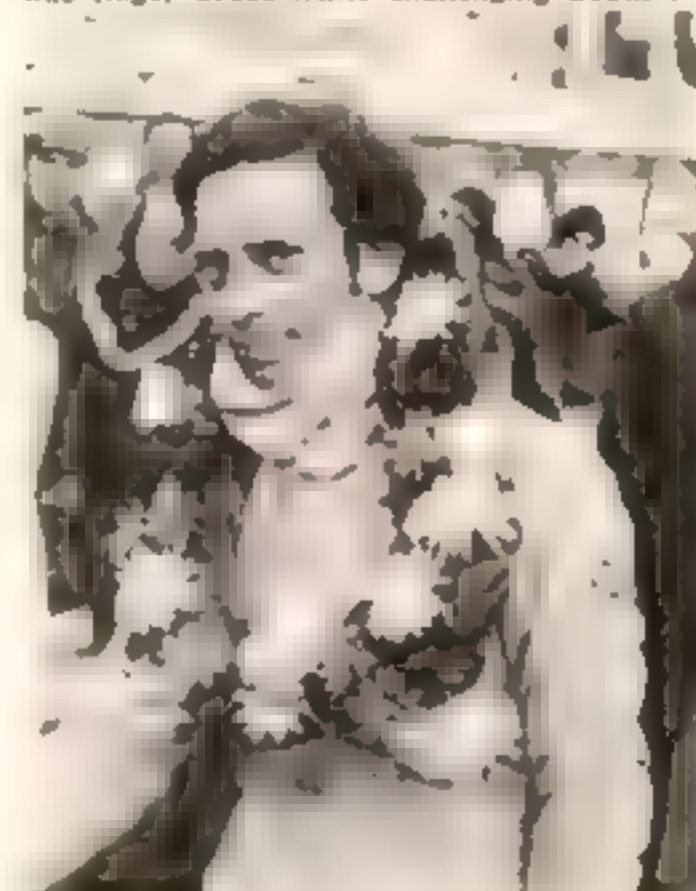
Proceedings opened with the heats over five laps. Donald MacLeod (Van Diemen-Scholar AF73) and Roger Manning's Alrcall Elden-Piper Mk 10 argued the first lap of their heat, Manning getting by the Scottish Grovewood award winner at the Hairpin, to lead the first lap from MacLeod, Peter White

(Palliser Rowland WDF2), Hans Binder (Merlyn Toldmotor Mk 24) and Graham Cuthbert's Van Diemen-Scholar AF 73. Cuthbert rocketed up to second by the Hairpin on lap two, to lead across the line by the end of the lap from Manning, MacLeod, White and Binder. Cuthbert had the lead again on lap three, until halfway through lap four when Manning reasserted superiority to lead across the line, very closely followed by the Scottish champion. While spun off at Riches on the last lap involving MacLeod, so Binder was next, MacLeod fourth, with American Chris Mudge (Merlyn-Scholar Mk 20A) fifth from Mike Young (Merlyn-Scholar Mk 24) and Robert Joubert in the third Van Diemen Scholar entered.

The second heat saw Derek Lawrence in his Titan-engined Dulon take an early lead from Patrick Neve (Lola-Scholar T340) and Tiff Needell (Elden-Scholar Mk 10), but Neve slipped back to the next dicing bunch after a moment, and while Needell led down one part of the circuit, Lawrence nearly always got it back after Sear. However, on the last lap, Lawrence muffed his effort at Riches, and also almost lost it at Russell so Needell won. Neve became involved with Roberto Alvarez (Hawke-Close DL11), Dennis Shattuck (Elden-Piper Mk 10) and Matthew Argenti (Merlyn-Scholar Mk 24), Alvarez taking control on the last two laps.

Heat three had Richard Sterne (Dulon Rowland MP15) taking an appreciable lead from Bob Arnott (Merlyn-Scholar Mk 24), who in turn was clear of John Bicht (Hawke-Lloyd DL11) and Roger Orgee's MRE-Rowland. While the latter was caught by Rob Wicken's Merlyn-Piper Mk 17A, Arnott was slowly towing his way up to Sterne, finally passing on the home straight on the last lap although the two cars were side by side at the end.

Heat four looked like being an excellent win for Stephen South (Ray-Rowland 73F) after a good start, but although Jay Pollock on his third engine of the weekend in the Crossle 25F, was close up, by the end of the lap, it was Roger Bruce-White challenging South in



After 20 laps, Derek Lawrence looks as though he's earned his garland and prize money.

his Dulon Bright MP15. However, Syd Fox was there too, and by the end of the next lap, Fox had taken his Hawke-Lloyd DL11 along side South for the lead into Riches. Richard Hawkins held third in his Titan-Titan Mk 8 for a while but spun it away at Sear, so Bruce-White and Richard Eyre (Dulon-Davron MP 15) disputed third, the latter taking it, Hawkins finishing fifth.

After lunch, the first of the semi-finals over 10 laps seemed excellent value, a different driver leading each of the first five laps, although thereafter it was Derek Lawrence all the way, Cuthbert led off the line to the

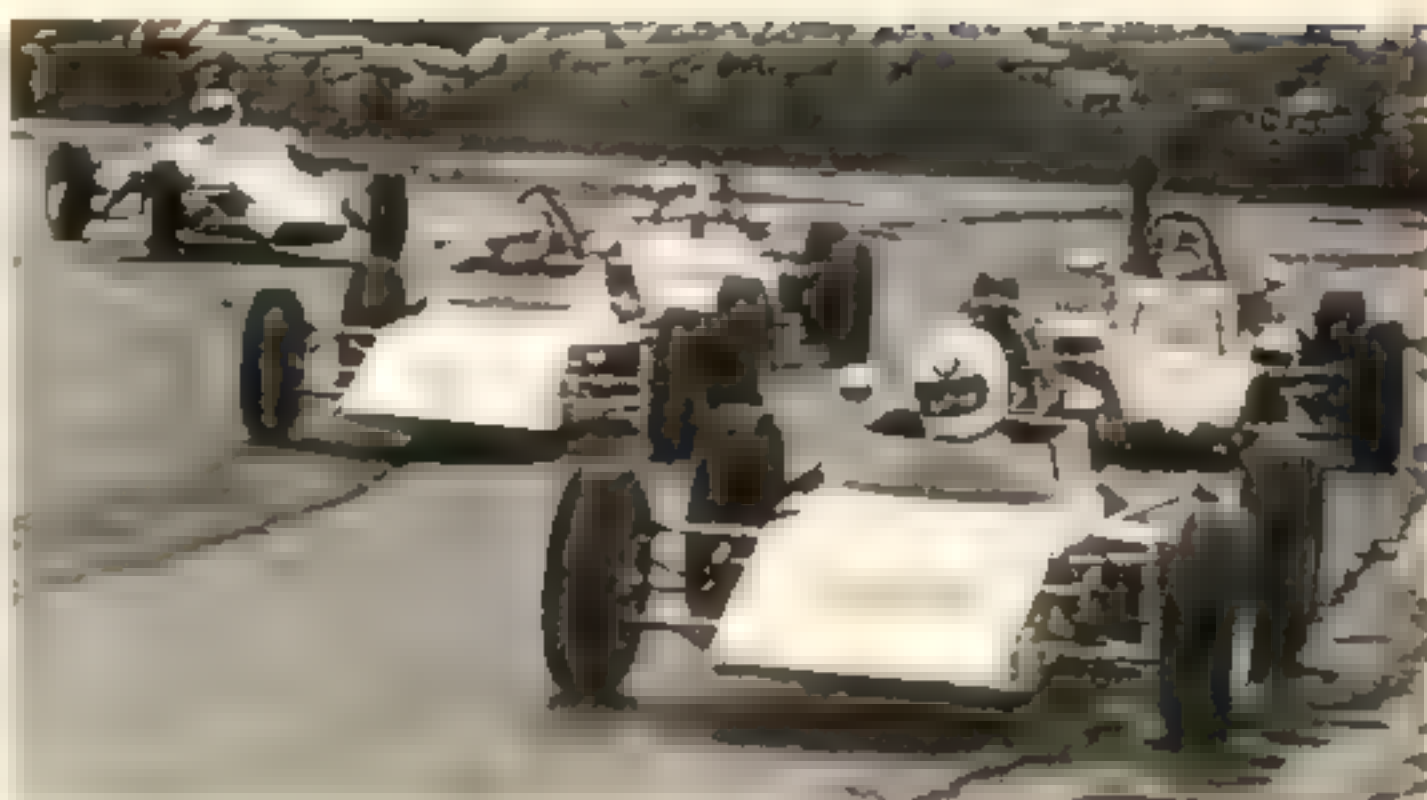
home straight, but across the line on lap one it was Shattuck from Cuthbert, Neve and Joubert, while MacLeod was delayed by Needell getting an atrocious start from the wet middle of the front row position, and poleman Manning losing first gear and delaying much of the field. Cuthbert was leading by the hairpin on lap two but it was the South African Joubert leading lap two at its end, from Neve, Cuthbert, Shattuck and 17-year-old Chris Barnett (Royale RP16). Next lap and it was Cuthbert's turn to lead Neve from Joubert with next lap belonging to Neve from Cuthbert and Lawrence, another to be hopelessly delayed by a slow start. Lawrence it was next time round, opening up an immediate gap to Neve who was delayed by an incident, second becoming Cuthbert's. However, the Belgian Jim Russell, instructor took second two laps from the end, allowing a Van Diemen trio to fight out third, Joubert taking the place from MacLeod, who had driven very well to climb from 11 seventh on lap one, Cuthbert and Mike Young (Merlyn Scholar Mk 24), all very close. Roger Manning pulled off immediately in seventh with a very tight engine having been higher with Shattuck's similar car next up.

In the second semi final, Stephen South got an immediate good lead while Syd Fox got involved in first. Rob Wicken, then John Bicht but he finally dragged himself up to be challenging South very closely by the end. Bicht came up from seventh to dice with Fox, Wicken and Eyre, eventually finishing third with Eyre fourth, Wicken losing the dice but leading Richard Hawkins and Orger.

And so to the final. During the second semi final Roger Manning had been offered an earlier Elden Prior to his own Mk 10 and the winning club then felt that they had to ground and collect signatures allowing him to run. The resulting delays cost the race five laps as it was getting dark.

South, Lawrence and Fox were the first row followed by Neve and Bicht from Joubert, Eyre and MacLeod. Lawrence did not get quite such a good start as the other two but was second into Richey behind South with Fox next up although the latter began to experience some braking problems with the balance slightly wrong. By Sear, Lawrence was in a lead he wasn't to lose and the end of the lap he was followed by South, Joubert, Bicht, Fox, Arnott, MacLeod and Cuthbert, South retiring to the pits with an electrical short. It was ready now down to who was going to be second for Lawrence had already opened a small gap to second man Joubert. This sort of bunch usually allows the leader to pull out and it was going to be interesting if anyone could break free and chase Lawrence.

The aforementioned bunch continued to dice for the lead, being joined by Richard Hawkins although Fox nearly always led at the end of the lap. Joubert fell out of the bunch with



With Lawrence already passed and second man Cuthbert also away, the third placed man dices for earnest. Donald MacLeod and Robert Joubert's Van Diemens lead Patrick Neve's Lola, Roger Manning's expiring Aircell Elden and Mike Young's Merlyn.

a moment while MacLeod, Fox and Cuthbert asserted themselves at the head of Hawkins, Eyre and Bicht, for Arnott had been slightly dropped by now. Behind him came Binder and Chris Barnett who was to slowly slip down the field with both engine and handling problems.

Half distance and Lawrence still had about 3½ a lead over Fox, MacLeod, Cuthbert and Hawkins, then a small gap to Eyre and then another gap to Arnott; for Bicht had a coming together with a back marker at Sear and eventually stopped with deranged suspension. Eyre, too, had a moment to drop him below Arnott so it was Fox, MacLeod, Hawkins and Cuthbert behind the flying Lawrence at half distance with Arnott next up followed by Eyre then Binder and Barnett still dicing although the latter was beginning to lose touch. Around 12 laps, the bunch began to drop Cuthbert, leaving Hawkins, Fox and MacLeod to contest the position, while Arnott slowly caught Cuthbert. Around 18 laps, Hawkins had a moment as Russell leaving just Fox and MacLeod to tow themselves back to Lawrence but they only had two laps to go. So it was up to who was to be second. On the last lap Fox took MacLeod on Norwich straight, and MacLeod then took him back going into the Esses and while Fox tried to get back again at Coram, it was MacLeod all the way. Arnott got the better of Cuthbert although the Scotsman never let up. Hawkins recovered to finish in sixth, while Binder slowly hauled himself up to overtake Eyre. Denny Shattuck had a steady run without any dramas to finish

ninth from teammate Roy Kionfass in Ted Wente's normal Elden, who had just scraped into each of the rounds as he became more used to the car after a long lay-off. What of early front runners Neve and Joubert? The Belgian's master switch came off when running tenth while fellow Jim Russell man Joubert deposited his car up the bank at Russell after his earlier moment. The leading seven cars were all weighed and MacLeod's and Lawrence's engines were taken to Boreham while the rest of the competitors adjourned to make merry, receive some prizes from Tarmac and Wells (all provisionally) and Lawrence received the Paul Hughes Trophy in memory of the former Formula Ford mechanic killed earlier this year in a road accident.

Formula Ford	Practice	Final	30 laps	30 mph	40 mph	50 mph
1	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
2	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
3	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
4	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
5	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
6	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
7	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
8	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
9	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod
10	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod	MacLeod

BRANDS HATCH

Bad conditions stop racing

Last Saturday at Brands Hatch, two very rare and totally unrelated sets of circumstances occurred which together made the day's racing almost unique. The first was a mathematical one which made Richard Roberts and Tony Brise equal points holders after the final round of the Lombard North Central Formula 3 championship. The second was meteorological and organisational, and led to a scene at Brands unprecedented for many years as cars blasted round in the almost total darkness and falling rain, some with headlights on, some without, and finished with Gerry Marshall's Frenza sitting on top of the bank at Clearways, yet still having won the race—the confusion eerily illuminated by violet flashes of lightning.

Sunday morning at Brands Hatch was no place for fair weather enthusiasts—and the threatening sky promised more treats as the first Formula Fords came out to practice just before 9 am. The entry had been divided into two races by the organisers of the meeting, the Maidstone and Mid-Kent MC, but as most of the aces were at Snetterton, both grids were somewhat sparse. Practice was

naturally rather dramatic with lots of standing water on the track and John Narcisi was one who had problems, a sticking throttle and repeated inlet manifold problems finally culminating in an excursion into the bank at Druids resulting in a bent steering rack.

Practice itself was undertaken very promptly, and the whole meeting with its ambitious tight schedule of eight races was characterised by the speed of turnaround—not however quick enough as events proved. Fourteen cars formed up on the grid at the start of the Formula Ford race. Don Smith in his Merlyn Mk 20A was on pole position with a time of 66.4 s, and he was flanked by Barry Aitkenhead in the Rostron and Brian Songhurst's RP3 Royale. As the flag fell Songhurst outdragged the field into Paddock but by the end of the first lap Aitkenhead was firmly established in a lead he was never to lose. As they completed the first lap Aitkenhead led from Songhurst, Don Smith's Merlyn Mk 20A, Peter Owles' Merlyn, Narcisi's Rostron, John Dadswell's Macon, Tony Mundy's Jamun and Freddie Jack's Merlyn. By the second lap the leading five had pulled out

a significant gap between themselves and Dadswell. Smith then spun away third place and restarted last—to begin a climb up the field which finally rewarded him with fourth place. On lap four Narcisi, who was driving with great determination took Geoff Hles March for third just before Paddock. Farther down the field a great scrap was developing between Dadswell, John Brick (Elden Mk 10), Mundy and Tony Howard (Merlyn Mk 17), Brick finally getting the upper hand to finish eighth. At the start of the eighth lap, Owles took Smith for fifth place in front of the pits, but was quickly reinstated in his prior position. All this time Songhurst had been shadowing Aitkenhead, and as they went through Kidney for the last time he made a bid to get by, but the door was firmly closed and Aitkenhead's Rostron took the flag from Songhurst, Narcisi, Smith, Hles and Owles.

Race B for Formula Fords contained some of the same faces from the first event, but Peruvian ex-Bob Bondurant pupil, Jorge Koechlin, in an Elden, was on pole position with a 63.2 s. Next to him were the familiar pair Songhurst, who had a new engine for this race, and Aitkenhead. The start was greeted with a few fleeting rays of weak sunshine as Koechlin tried to jump the start and lost ground on Songhurst into Paddock. He did not waste much time in reinstating him-



Bill Luke overtakes in the 1902 Paris Vienna Mors of 9.5 litres

Fewer retirements in this year's London-Brighton run

By JOHN BOLSTER

Pictures by HENRI SAUX

The Brighton Run never loses its appeal and every year it has far more spectators than any other motoring event in the world. This year by a near miracle, it assembled miles and miles of smiling faces, at a time when our City streets have been thronged with miserable people, all naturally depressed at the grave news. Yet, all was gaiety on the Brighton road and never have so many happy enthusiasts welcomed their favourites, the veteran cars.

There had been rain in the early morning which we all dread, but it was dry and quite warm as the cars assembled in Hyde Park. The police had permitted 270 instead of the usual 250 cars to start and it was delightful to hear the slow revving engines warming up, with clouds of blue oil smoke drifting lazily on the breeze, while the expert drivers pondered to their temperamental charges. Already there was trouble and C. R. Lynam had to send out for a replacement for a burst tyre. He managed to get one in time and was to be seen, some hours later, struggling with a serpent in the form of a broken belt from his Sunbeam Mabley, much nearer to Brighton.

As 8 am approached, Herr Kern swung the starting handle of the 1893 Cannstatt Daimler of which the lamps heating the platinum ignition tubes had already been lit. It started instantly and the curious rear-engined car with a centre-pivoted front axle, moved up to the line and was flagged off in a sudden sharp shower of rain, which did not persist. The Cannstatt selects its "gears" by tightening flat belts with jockey pulleys, the final drive being by large internally-toothed gears instead of the more usual chains.

As I drove the 1903 Panhard to the starting line, several frantic men were still trying to get their cars going. J. R. Garrett was changing the plug of his single-cylinder Pk and N. A. Traylor was winding his Humberette, while J. Cole appeared to be removing the carburettor of his Benz. Though the rain had stopped the roads were still remarkably slippery everyone driving carefully as we left the Park. A most immediate P. T. Goldsmith had to stop and attend to his 1902 Panhard, while Mrs. Banfield's 1901 Dürkopp was in trouble in Victoria Street. J. Schofield was waggling the gearlever of his 1902 Renault in perplexity and D. J. Goldsmith had stopped

with his Benz, but Bill Vaux overtook us in his fast 18 over 14 at Warrington as did V. F. Smith in his Renault, at Kensington Road.

At Kennington Bill Luke accidentally switched off the ignition of the 9.5-litre Paris Vienna Mors and I then had some time to persuade the spectators to push the gear, which was hard enough to start it. Though it is not at its best it looked incomparably beautiful when it overtook us later in the day. A. Reece stopped in this area too, but kept the engine of his Leob. K.ée running, while A. S. Dunning was attending to his De Dion.

In general though there were far fewer breakdowns than ever before and one could

drive for miles without seeing a stationary veteran. Our Panhard had a stirring race with John Hampton's similar car and also with the Baia family in their Oldsmobile curved dash runabout. The light American 2-seater could out-slug us on hills but we had him on maximum speed, thanks to our high top gear.

Very early cars, particularly the Benz and its derivatives, have to be stopped from time to time for routine maintenance, such as greasing the exposed big-end, which may have been the reason for B. Ruckwarth's stop at Brixton Hill; with the 1895 Benz from Germany S. O. Ripley's De Dion was laying a smoke screen at this point.

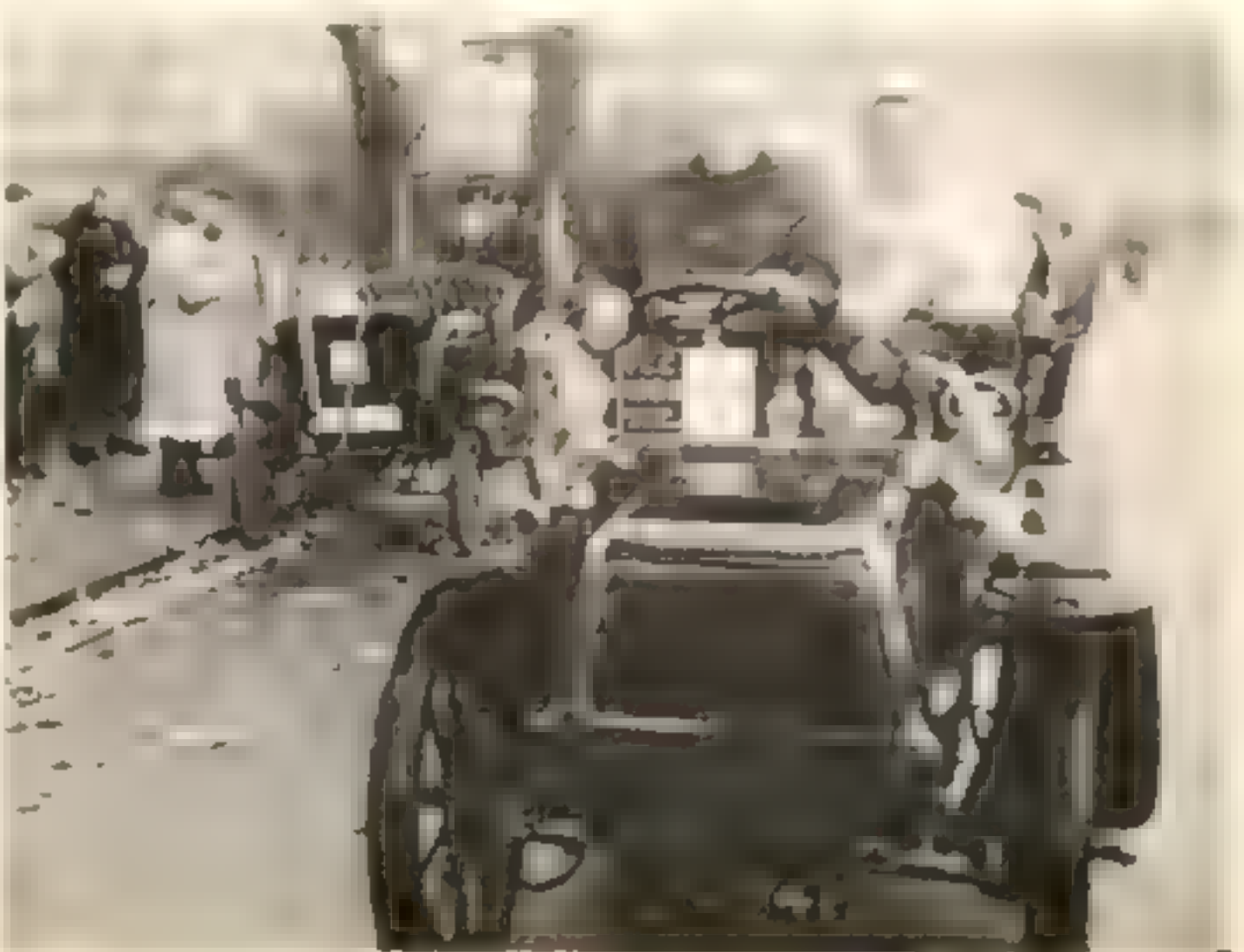
As we left London by Thornton Heath and Croydon, the traffic was particularly heavy. The police and the RAC did everything possible to make things easy for us but some of the modern vehicles were going so slowly that they were hanking the veterans. Though my car was running magnificently, I was unable to equal my average speed of last year. It was noticeable, too, that the powerful 4-cylinder cars that started after me were not catching me up, apart from Brian Goodman's 5-litre C.G.V., which thundered past at Thornton Heath. We, in our turn, were beginning to overtake the solid-tired early primitives which had started half an hour before us. Among these, travelling at its usual stately pace, was the 1896 Lutzmann which is always hard pressed to reach Brighton before the 4 pm closing time. Remarkably, it had not gained anything on the Cannstatt of 1893, which was going a little faster when we overtook it at West Croydon.

Still very few cars were in trouble, though the Gladiator of W. F. Watson had had its bonnet removed and R. Clapham's 1901 De Dion was being investigated beneath the seat. Alan Dekers, the Renault PRO, was travelling rather slowly in a 1900 model of that make. It was very sad to see that A. Martini's De Dion had broken down irreparably and been put on its trailer, after coming all the way from Holland.

My non-stop run to Brighton is only possible because Rosemary, my wife, has evolved a method of topping up the oil without slowing the car. In the rear seats, Henri Saux and Michael Bowler were proving themselves equally skilful at pouring liquid into glasses, as well as photographing the events of the journey.

After a misty and rather dark period, the weather finally relented and the Sussex roads were bathed in brilliant sunshine. Henri remarked that this was probably the only

John Hampton's 1903 Panhard tries to overtake the AUTOSPORT entry

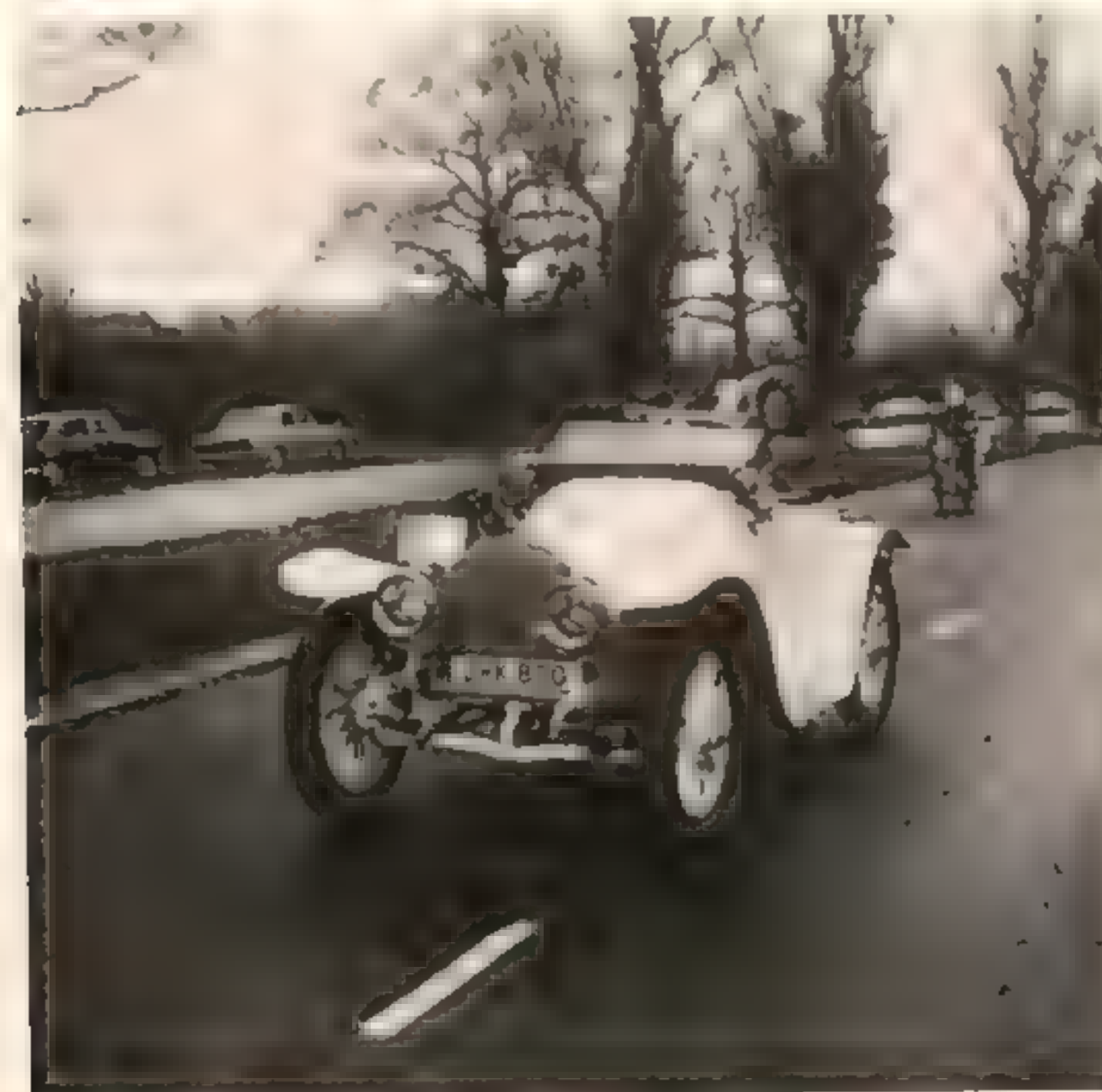




Above, the start. The oldest cars in the run about to be flagged off Centre Herr Kern with Stuart Biadon as passenger in the Cannstatt-Daimler. Below: an Oldsmobile curved dash run about passes other competitors.



Tom Lightfoot at speed in his 1902 Mercedes.



Brighton run in which the drivers got sun-burnt! We were overtaken by the Mercedes of R. A. Collings and Tom Lightfoot, but Collings' 9-litre machine then stopped to investigate a split tyre wall, though it was possible to continue to Brighton at reduced speed. R. R. Loder's 1898 Stephens had had most of its bodywork removed at the side of the road, probably for transmission repairs.

Steam cars are not noted for their reliability and so it was pleasant to see N. R. Cole sailing up the hills near Brighton in the Gardner-Serpollet. This car has now abandoned its erstwhile habit of throwing a terrifying pillar of flame from the rear-mounted boiler. As always, one admired the athletic efforts of the tricyclists, who had to supplement the power of their engines with a lot of pedalling on hills. H. C. Ansell's Quadrant was particularly noted in this respect and B. J. Williams was seen restarting his Progress Quad with violent pedal work and an assistant running behind. A machine at present called a 1901 De Dion Engined Car, for want of better identification, entered by C. P. Hayward, was seen being urged up a hill by its swearing passengers.

As I drove down the Madeira Drive at Brighton, I was astonished to see how few cars had arrived before the Panhard, a mere 7 hp volturette and carrying four people. I had taken 17 minutes longer than usual and presumably other drivers were even worse delayed by the heavy traffic in the earlier part of the run. The enthusiasm of the spectators added greatly to the pleasure of driving in the event and their favourite seemed to be Stirling Moss in the fast 1903 Daimler.

After most welcome refreshments at Lord Montagu's party, I set off to drive all the way home, into the wilds of Kent. I covered the course of the Brighton Run in reverse as far as Gatwick, to see who was struggling in late, and once again there were only a few breakdowns, though some of the cars were evidently hurrying in after being delayed. The Miniature Velox of D. H. Packham was finishing strongly, a tiny car with a low, underslung chassis that I have not seen before. The aforementioned Lutzmans was much farther back and seemed a doubtful finisher, but B. W. Garrett gave me a thumbs-up signal as he chuffed ponderously along. Mrs. M. Garrett's Gladiator was at Boleyn with a front tyre off and to finish in time seemed impossible. In contrast to the earlier part of the run, the road seemed less crowded than usual as time was running out, which gave the late arrivals a better chance of finishing.

When I left the main road and took to the lanes of Sussex and Kent, I was soon driving through a tremendous thunderstorm of almost cloudburst proportions. Dark came, the oil lamps were lit, and I pounded on through the deluge, the raindrops feeling like needles against my face. The absurd thing is that I loved every moment of it, which would no doubt be certified as insanity by any two doctors.

● Only thirty cars retired this year

The 1903 Panhard of John Boister, from which the run was covered and photographed after safe arrival in Brighton.





Rod Chapman, who did a fantastic job to pull up to tie with Taylor, slides his Escort round Devil's Elbow behind Stig Blomqvist

LYDDEN

Chapman ties with Taylor for Ford; but Dafs star

By PAUL KING

Pictures by JOHN BICKNELL

The outcome of the 1972 Embassy European Rallycross Championship couldn't have been closer. At the end of Saturday's Grand Final at Lydden the works assisted Ford Escort BDAs of John Taylor and Rod Chapman tied on points, Taylor being declared champion on account of his higher number of wins. However, it was the Dafs who were the most successful team of the weekend, Jan de Rooy's BDA-engined Daf 98 taking a 1-2 win over Rod Chapman on Saturday while brother Harry's similar car took the top honours in Sunday's muddier meeting. Organised by the instigators of the European series the Thames Estuary AC, Saturday's televised event was held in ideal conditions, the track being hard, but not too dusty, which made for some very close and spectacular rallying, the conditions ideally suiting the larger capacity cars. There were one or two unnecessary-looking incidents on the track between the various countries, but everyone was good friends again at the prizegiving in the evening at which Embassy announced the welcome news that there will be another Embassy European Rallycross Championship next year, and possibly on a bigger scale.

Saturday's "Grand Final" commenced with John Taylor leading the Embassy series from Austrian Franz Wurz by 5 points, who was a single point ahead of Rod Chapman. Stig Blomqvist was next up with 31 points, three ahead of Jan de Rooy. With double points going to the fastest fifteen, over half a dozen drivers had a chance of winning the championship.

The entry was hardly changed from the British round in September (even the programme was the same). John Taylor had his usual pair of Haynes of Maidstone Escort BDAs, the addition of a roll bar on the rear end of the 1994 cc model improving the handling, while the 1800 version, which has served him well this year, was kept as the spare this time. The Stormont transporter also brought along a coupe of Shelby Sport Escort BDAs for Rod Chapman, while the third car was as usual in the hands of Ron Douglas.

September's winner, the popular Austrian Franz Wurz, had his usual green Peter Kiss Racing Porsche-engined VW, while the much lightened Saab Scania 98s were in the hands of Swedish rally ace Stig Blomqvist and Per Eklund. The two forceful Dutch drivers Jan and Harry de Rooy had two litre BDAs in their Dafs this time. British Leyland International brought along an Amal carburetted 1400 Mini for Hugh Wheldon, which he is far more happier with now, and a Morris Marina for Dutch team driver Dart Lybrechts. Brother Wim also had a Marina, not the type you see on the road, but a 3.5 Rover engined version, prepared and entered by the Special Tuning Division. A third works 1400 Mini was entered for Nick Jesty this being of the 5 port head variety, while their other works driver Dave Preece has now fully recovered from his nasty accident from September, although he was unfortunately reduced to the role of spectator (as was the marshal who

was also involved in that nasty accident).

Two groups were despatched from the start line, except when the television cameras were whirring when only one group of cars were let loose. A newcomer to the Lydden rallycross scene, Paul Northall got things under way with an easy win in his Triumph GT6, although John Button's smart Volkswagen was 4.2 s quicker in winning the second group. Three cars took turns in leading the second run from the start Wout Couwenberg led on to the chalk, and he held a tentative advantage until the last lap when the Dutchman's Escort BDA ran wide at the Elbow letting Brum Stabler's Lax Motor Co Mini by, although just before the finish Don Gilham's self-prepared Mini twin-cam got by to take the flag 0.3 s ahead of the more conventional Mini. However in so doing, Gilham blew his engine and he was reduced to a spectator for the rest of the weekend. John Welch seems to improve with every meeting and he ran away from the opposition in the second group, his Escort BDA now being fastest with 3 m 08.1 s.

However that just had to be beaten on the next run for Taylor was up against Harry de Rooy, Blomqvist and Nick Jesty. The Daf simply scorched off the run, and it took Taylor three laps to make up the ground, the Escort hitting the front last time through the chalk to the delight of the English contingent, the Britisher finishing 0.6 s ahead of the Daf with 3 m 03.1 s. The Saab didn't quite have the horses to stay with the BDA-engined cars although Blomqvist did establish a respectable 3 m 5 s dead. However, still the leadership wasn't settled for Chapman, Wurz, Eklund and Wheldon came together. The VW just had the advantage over the Escort on the first lap as Eklund scattered the barrels at the chicane fighting quite a moment, getting things under control in typical Swedish rally style, as Wheldon trailed. Wurz led as they

went into their last lap, but the Austrian left an Escort-width gap at the hairpin and Chapman was through to win with 3 m 01.8 s executing a big spin across the finishing line and narrowly missing the bank. Wurz was a second behind but 1.5 s ahead of Wheldon who managed to pass the Saab during its long moment. Tim Reynolds led home the slower second group after Theo Jansen's VW spun away its lead at pits on the last lap.

Harry de Rooy wasn't really very quick on his first run for he had no one to really push him, after Dutchman Kees Hendricks had quite a moment with his Seiko Canon Team Escort BDA, which lasted from the chicane to the chalk. The Minis just weren't going to be competitive in these dry conditions as David Angel in his 1340 Mini took a narrow victory over Dick Reifel's Team ADR v VEN Volkswagen in 3 m 10.5 s. However Guy Deladriere again showed good form with his yellow and rather battered Porsche 911 beating Ron Douglas by a hefty margin in the second group. Wins by Rudi Muller's 1800 Alpine and George Warren's Escort didn't alter the leading position, but the winner of the next run did. The consistent Tom Airey hurled his 1400 Mini round in fine style to show the other BL users that it could be done, recording 3 m 04.4 s to complete the top five behind Chapman, Wurz, Taylor and Jan de Rooy. Gary Street's 1393 Mini finished second to Airey, 4.1 s down but still good enough to slot in to ninth place behind Wheldon Blomqvist and Jesty. There were no dramas or super times in the remaining runs, Bruce Bamber, David Potter and Chris Hartnoll all taking victories in their various capacitated Minis.

Without delay, the second runs got under way with victories for Button, Northall and Haken Blixt's VW, there being no surprises there. Chapman was late arriving for the next run, in fact so late that the green light was flashed as he came out of the Paddock the run being quickly red flagged so he could join Jan de Rooy, Wheldon and Blomqvist. The Daf made another utterly fantastic start, pulling away from the Saab to the tune of 2.1 s as Chapman struggled with the timing slipping, retiring to the Paddock on lap 3. Jan's time of 3 m 00.6 s was absolutely unbeatable, while the Swede's improvement put him in third place behind Chapman. Wheldon improved by 0.6 s but it wasn't enough to change his overall position. However, it was the next run which produced the most action bringing together H de Rooy, Wurz, Jesty and Taylor. The Daf spun first time on the chalk being hit by Jesty, the Mini managing to crawl back to the Paddock, while the Daf was in an immovable position in the middle of the chalk. The run was stopped and restarted with Tim Reynolds taking over de Rooy's place, there being a long enough delay for Jesty to effect repairs on his Mini. This time it was Taylor in trouble, the Haynes Escort retiring to the Paddock on lap 1 with a problem in the gear selection dept. Then Wurz stopped around half distance, an Austrian film crew soon on the scene for their hero to explain that the petrol pump had packed up. All this left Jesty with an easy win, but although he improved on his time it demoted him a couple of places as others also improved.

One of the causes for Jesty's demotion was Deladriere who got his Porsche going well to stop the watch at 3 m 04.3 s, to beat Eklund, Ronnie Douglas clipped 7.7 s off his time to also demote Jesty a place, winning an incident free run. Tom Airey often gets landed in less competitive groups, and with little opposition he failed to improve and thus dropped three places. It was still anybody's championship as they went into their third and final runs on the Embassy European Rallycross championship, with Jan de Rooy leading from Chapman, Blomqvist, Wurz, Taylor and Wheldon. The final runs were going to be highly competitive.

The leading five cars in the championship were the leading cars so far except in reverse order with the exception of Chapman and Blomqvist. After a couple of inconspicuous

runs Stabler got things going well after being last out of the chalk and when the Minis of David Jones and Brian Street fell over each other at the Elbow, Stabler found himself in a comfortable lead and heading for tenth place with 3 m 04.3 s. Airey also made a mess of the start but although he got to the front he could only equal his second run time dropping a further place to finish ninth. The newcomer to the leading ten was John Welch who put in a splendid performance, bettering his previous best time of 3 m 08.1 s by 4.9 s to land sixth place. It was on this run that the serious looking accident of the weekend took place when Len Payne (Mini) did the famous trick of hitting the bumps at the chicane all wrong and slammed into the bank, the driver emerging unscathed. However back to the plot; the remaining positions and the championship were decided on just two runs. The first involved Jan de Rooy, Deladriere, Wurz (with a new fuel pump fitted) and Chapman. Again with the Daf's superb start there was just no one to hold him as the Austrian VW spun into retirement at the Elbow on lap 1, and the Porsche spun just before the chicane as Chapman barged his way through. Chapman caught the Daf, but there must have been some fiendish plan arranged for the Daf proceeded to visibly hold up the Escort through the bends, this being confirmed by de Rooy's slow time of 08.1 s. There was a steward's inquiry afterwards but it came to naught.

Harry de Rooy also played a part in the plan. He was up against Taylor, Wheldon and Blomqvist. After a false start, Taylor managed to lead the Daf on to the chalk but the Escort slid wide and everyone got past with Harry now pulling away. In trying to make up for his mistake, Taylor came the closest he'll ever be to rolling the Escort when he literally drove through the barrels at the chicane and almost did a somersault before landing on four wheels again. However, it seems a spent steering arm caused the excursion, and even Taylor looked pretty pale after the incident. The drama wasn't over yet however, for then the leading Daf developed a puncture and as it slowed on to the chalk de Rooy moved across right in Wheldon's line and the Mini-man went flying off the circuit and nearly down the bank. He almost collected Blomqvist too as he came out of the chalk. Needless to say with the drama of these two runs no one improved but what a way to finish the series.

And so Jan de Rooy won the Grand Final and gained double points from Chapman, Blomqvist, Wurz and Taylor, Wheldon dropping to seventh ahead of the only Porsche. Although Taylor and Chapman tied with 81 points, Taylor collected the £750 and a trophy as he won more rounds. Wurz and Jan de Rooy both finished on 78 points, the Austrian having the better form while Blomqvist was only a point behind them. It was really very close.

Although not well publicised, it's been a successful first European Rallycross series, with a fine ending if a little fraught at times with the sponsorship again from Embassy and the guiding hand of TEAC's Ken Kaye and Tony Tomassi who put the championship together, next year should be better still. They'll all be there again.

SUNDAY

Sunday's event was more spectacular for the spectator (after overnight rain) but much slower for the driver as the cars slithered around on the greasy chalky surface. It gave the Daf team a clean sweep, Harry getting the better of Jan de Rooy this time by 4.7 s. It was left to Tom Airey to offer anything in the way of a challenge to the foreigners, salvaging fourth place behind Stig Blomqvist who of course was reveling in the snow-like conditions.

Blomqvist's driving style was a pleasure to watch as he put the Saab through some seemingly impossible angles at the Elbow, chasing Harry de Rooy on their first run. The Swede was rewarded on the last lap when the Daf ran wide at Pitts and clipped Mabb's bank which was to be the downfall of many

competitors. The Saab's time was 3 m 38.4 s which was to remain fastest of the first runs under half a second ahead of H. de Rooy. Jesty finished third, to hold tenth after round 1. Per Eklund was also showing that he knows all about driving in these conditions, 0.7 s separating him from the leading Daf as the Saab took a fine win over Douglas whose 48.2 put him in eighth place on the completion of the first runs. Tom Airey finishing third, the Stormont Escort out of contention for the time being.

Jan de Rooy, Wurz, Taylor and Stabler came together and by finishing in that order after a rather uneventful run although the Escort was pushing the VW hard, the quartet held fourth, fifth, sixth and seventh places after the opening runs. Keith Ripp's triple C Rip-speed Mini was leading its run until he perched himself on the top of Mabb's, the run being stopped while he was manhandled down to ground level again. On the re-run Trevor Hopkins's Escort romped away to stop the timekeepers watch at 3 m 44.9 s, second quickest, Escort and sandwiching Taylor and Douglas, Chapman being temporarily stuck in the Paddock with no oil pressure on the Stormont Escort and having to miss the first run.

Mabb's Bank was a constant source of worry for some drivers, quite a few recording no runs for sliding the wrong side. John Welch was one who went straight over the top as did John Smith's Escort on the first run of the day.

With the runs being held one at a time for safety's sake it was decided to have only two runs as there was a special demonstration at the end of the meeting, more of which anon.

Harry de Rooy settled the issue for the Dutch team by bettering his time by 10.4 s as the track started to dry. Wurz gave vain chase but retired at the Elbow after a spin leaving second place to Blomqvist 0.8 s ahead of Taylor, 3 m 34.7 s was Blomqvist's time to finish third for the second time of the weekend, Taylor doing likewise by finishing fifth. Jan de Rooy had to play second fiddle to his brother on this occasion but he still demonstrated that the Dafs are highly suited to the slippery conditions by leading Eklund past the chequered flag, the Swede being 3½ s behind, although his time wasn't quick enough to improve his position. In fact he fell to sixth in the overall placings, while Douglas survived a nudging match with the Saab at Pitts, 3.3 s behind although out of the top ten on this occasion.

Tom Airey quietly and efficiently got down to the task in hand, and when he flashed across the line ahead of Brian Stabler, the watches stopped at 3 m 35.4 s, another fine placing, fourth overall being his reward. Deladriere celebrated the winning of his run and seventh overall by spinning at the Elbow

on the slowing-down lap, Wheldon being under a second behind to finish eighth ahead of Jesty who finished behind the apple farmer on the run and in the final order, Will Gallop's Mini was left to its own devices after the similar cars of Mick Bird and Dave Fuell retired, and just crept into the bottom of the top ten by recording a 39.9.

The best was yet to come, however, for someone had a brainwave to put the leading drivers in their opponent's cars for two four-lap races. The first featured Eklund in Jan de Rooy's Daf which he promptly spun coming out of the Paddock, Taylor in the Wurz VW, Dutch Harry in the Wheldon 8-port head Mini and Wurz in the Haynes Escort. Eklund streaked away, but Taylor soon got the hang of the German machine powering through at the chicane on lap 2. The Mini nearly put the Haynes Escort into Mabb's Bank, the Austrian never really at home with BDA power, very rarely getting the right side of the dreaded Mabb's. Taylor ran out the winner with Eklund right behind, de Rooy finishing third. Wheldon was a little upset afterwards as the Mini had been revved to nine grand and the oil pressure had disappeared.

The second celebrity group comprised of Blomqvist in the other Daf, while Jan de Rooy took over the Blomqvist Saab, Chapman being in the other one, while Wheldon had his first taste of rear-wheel drive with the Douglas Escort, the Chapman model still being short of oil pressure. Blomqvist used the Daf's extra traction to lead but he was shadowed all the way by the two Saabs which did a spot of cheating on each lap by going the wrong side of Mabb's. However, the Daf did it all wrong at the Elbow on lap 2 and was demoted to third behind the Swedish cars, Wheldon soon having to retire from last place with a puncture. On the last lap they were as one, the Daf also cheating at Mabb's. As they came down the meadow for the last time de Rooy was leading, but Chapman wasn't going to have that and promptly cut the corner to win by a couple of feet.

1973 Embassy European Rallycross Championship Grand Final

Lydden Circuit, November 3	
1 Jan de Rooy 2.0 Daf 55 B A 3 m 00.4 s	
2 Rod Chapman 2.0 Ford Falcon BDA 3 m 01.8 s	
3 Stig Blomqvist 2.0 Saab 96 3 m 02.3 s	
4 Frank Wurz 2.0 Volkswagen 3 m 02.8 s	
5 John Taylor 2.0 Ford Falcon BDA 3 m 03.1 s	
6 John Welch 2.0 Ford Escort BDA 3 m 03.2 s	
7 Hugh Wheldon 1.4 Mini 3 m 38.9 s	
8 David Angel 2.0 Porsche 9 3 m 43.5 s	
9 Tom Airey 2.0 Mini 3 m 04.6 s	
10 Brian Stabler 1.5 Mini 3 m 04.9 s	
Final positions of the 1973 Embassy European Rallycross Championship	
1 Jan de Rooy 78 pts	2 John Taylor 81 pts
3 Frank Wurz 78 pts	4 Jan de Rooy 78 pts
5 Stig Blomqvist 77 pts	6 Hugh Wheldon 55 pts
7 Per Eklund 52 pts	8 Harry de Rooy 52 pts
9 David Angel 38 pts	10 David Angel 38 pts
Sunday's results	
1 Harry de Rooy 2.0 Daf 55 BDA 3 m 28.4 s	2 Jan de Rooy 2.0 Daf 55 BDA 3 m 31.4 s
3 Stig Blomqvist 2.0 Saab 96 3 m 34.7 s	4 Tom Airey 2.0 Mini 3 m 35.4 s
5 John Taylor 2.0 Ford Falcon BDA 3 m 35.5 s	6 Per Eklund 2.0 Saab 96 3 m 38.4 s
7 Guy Deladriere 1.4 Porsche 9 3 m 37.1 s	8 Hugh Wheldon 1.4 Mini 3 m 39.9 s
9 Nick Jesty 1.4 Mini 3 m 39.4 s	10 Will Gallop 1.5 Mini 3 m 39.8 s

Varied machinery: Dutchman Dick Rieffel's VW leads Johani Kynsilehto's Alpine at Lydden on Saturday.



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RAC Rally shortened

—but cancellation unlikely

A statement issued by the Royal Automobile Club on Monday night has confirmed a request for the rally to be shortened. Although no route change details are yet known the overall rally mileage will be cut by more than 200 miles and it is likely that at least two special stages will have to be cancelled as a result.

On Tuesday November 6th no further cuts to the rally appeared necessary. The RAC are in constant communication with the Government over any possible oil-shortage effects and there can be no guarantee that the rally will take place until much nearer the start date.

Improved STP Galway Rally

Next year's STP International Galway Motor Rally (over 8.9 10th February) should benefit from greatly increased sponsorship—the total prize fund planned to be a most encouraging £4,000 has already reached £5,200. First overall will be eligible for £1,400 plus trophies. The Galway Motor Club organised event, with new Clerk of the Course, David Ray, will be based at Leisureland, Salthill, Galway and the rally mileage is an impressive combination at 640 total with 340 miles of that as special stages 95 per cent of which will be over tarmac with two single stages of 36 miles' duration, subject to road

closings. The Galway will be based at the same location after each day's motoring of eight hours (five in darkness) on Friday, eight hours' daylight on Saturday and six hours' daylight for the Sunday run. Tempting inducements to take part include free entry, accommodation and passage for a limited number of cross-channel crews, service cars and crews and a reduced ferry rate for others. There will be a free reception for cross-channel crews on Thursday February 7 and of course, a free celebration after the rally. Regulations are now available by applying to Rally Headquarters, Leisureland, Salthill, Galway.

Robert Ward's BMW shows just how fast the far stages are



Vandervell and Savile in C & S cars

Two of Clarke and Simpson's four RAC Rally cars will be of extra casual interest to spectators, with co-driver Jimmy Savile in one car and racing driver Colin Vandervell who will be co-driven by journalist Andrew Marriott in another. Vandervell went well on last year's rally with a Mexico until gearbox failure and this time his car will be a very much

more competitive 175 bhp RS1600, sponsored by Triplex. Savile will be co-driving Jill Robinson and their car should be instantly recognisable with yellow, purple and orange paintwork. The other Clarke and Simpson prepared cars are Barry Lee's Centre Hotels car and the Motorcraft supported car for Finland's Markku Aleh, to be co-driven by Ilka Kivimäki.

Kleber-Wheelbase awards increase

Kleber Tyres Limited have decided to increase their Kleber Wheelbase Rally Scholarship rally expenses grant by £2,000 to a figure of £4,000 after the Scholarship Judges' recommendation. A works prepared Ford Escort RS 1600 will again be the Scholarship car, this time on loan to the winner. The car shell and other parts will be insured by Kleber and the car will be trade entered by them. Kleber will also provide the winner with tyres free of charge for all the selected rallies and Ford are again offering £500 of spares to the winner. The two runners-up in the 1974 Scholarship will receive £500 for second place and £250 for third place in cash from Kleber as a contribution to the rally expenses. This is a change from the 1973 awards when free tyres were offered for

selected rallies. Referring to the changes in the 1974 award Chris Schaler this year's winner said, "The cost of rallying in a G2 car, especially in some foreign events, is expensive, as I now know. Next year's Scholarship winner should be very happy with this excellent increased grant."

The nominated events for the 1974 winner will be decided by the Judges at the time of the award, which has now been fixed for 27th November at the Skyline Hotel, London Airport. The Judges will be Brian Robbins, Henry Liddon, John Davenport, Barry Gil, Mike Gressley and Peter Ashcroft representing Stuart Turner. The Judges have indicated that they will recommend a greater emphasis to national rallies in the nominated events.

Esholt sewage works ready for great influx

A two million pound insurance policy has been taken out by Bradford Corporation to cover any damage which might result from the passage of the RAC Rally through the now famous Esholt sewage works. Just to be safe the stage will be divided into four sectors each with a marshal in charge and they will be linked visually and by the emergency service radio link of Bradford City Police who will be operating a communications control unit. Linked to the system will be units of the Bradford and West Riding Ambulance services as well as St John and Red Cross field stations. Two major fire appliances will be supplemented by auxiliary Land-Rover units. Well known race commentator Peter Hamilton Smith will again provide a running description. A speed meter will be recording competitors' progress at one of the fastest points of the stage. Another, as yet undisclosed stage, is planned along similar lines, believed to be in Shropshire, and the Fire Services there have been practising for the past week with scrap cars, putting fires out and cutting open car roofs—an operation which they can now complete in under one minute.

● Randal Whittall Williams has purchased NTU 35L, Ian Harwood's Rover V8 powered Escort which contested the earlier rounds in this year's BTRDA Grid Star series. Harwood was advised to lay off rallying until a recurrent back injury recovered after his roll on the Trident Rally. Tony James of Wrexham tested the car on a rolling road recently and found it was developing 155 bhp at the

Cahal Curley for Lombard & Ulster Team?



It has been rumoured that Cahal Curley—Adrian Boyd's most determined rival—might be joining Boyd in the successful R. E. Hamilton-operated Lombard and Ulster Rally Team. If this occurs it is likely that both drivers would share equal status.

Works Daf on RAC Rally

There will be one works Daf appearing on the RAC Rally in the form of a BGSL prepared to G2 specification for Wim and Keas Lujbregts, two brothers who have scored class wins on the TAP, Welsh, Manx and the 12 Hours of Ypres. The Gulf supported Daf, with 1148 cc Renault engine, develops 85 bhp. A privately entered Daf 55 Marathon will be running on the rally in the control of Sandy Lawson of Oxford and co-driver Geunda Eadie. This entry will be eligible for the Ladies Prize.

● Rumour hath it that there will be a number of competitive Opels offered to likely lads with either money or a sponsor for next year's British season. Do you think that they will get together and call themselves DTO?

● Simca CG Coupes scored a one-two success on the Rallye du Var held last weekend. Results were 1, Fiorentino Gelmi (Simca CG) 6 h 32 m 45 s; 2, Saliba Ryder (Simca CG) 6 h 42 m 34 s; 3, Fallin/Schulder (Alpine Renault 1600) 6 h 48 m 15 s.



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- ★ Lotus spares stockists
- ★ BMC S/Tuning stockists
- ★ Supercharger installation
- ★ Suspensions set up



BMW Austrian protest

The latest developments on the Austrian Alpine affair seem to be that BMW Motorsport have not yet finished with their quest for justice and are likely to continue with the matter to the CSI after getting their protests rejected by the Austrians. Most strange was the reaction of the second protest when the Austrian national body refused to consider it as they maintained that at the moment in time Warmbold was already excluded by having wrongly approached the previous

control.

Following the CSI Rally Group meeting in the beginning of October the CSI has asked the FFSA (the French national body) to examine the evidence against Jacques Chernisse, the Renault Alpine team manager and consider what possible action could be taken against him if the alleged action in his name is proved. If the CSI are not satisfied then they will consider ordering measures.

1000 Minutes cancellation

The 1000 Minutes Rally in Austria, a counter in the European Rally Drivers Championship, was cancelled the other weekend in the most unusual circumstances. Just two days before it was due to start it was discovered that the relevant authorities had not given the permission to use roads for special stages so the organisers decided to chase them up. They were told that it was impossible so the rally was announced as cancelled but behind the scenes the keen organising club were still trying to get things done and in the middle of the evening previous to the rally, they saw the man in the right ministry and he gave the OK. The rally could be held after all but most of the competitors had gone home and so for the second time it was cancelled and this time for good.

Successful end to rally school

The Ulster Automobile Club in conjunction with Lombard and Ulster and R. E. Hamilton have just finished a very successful session of rally schools which have been on Wednesday evenings. Last Wednesday for a finale they had a forum which had a large panel chaired by Pam Tyndal which comprised Tony Mason from Fords, Malcolm Neil from the Circuit of Ireland, Adrian Boyd, Cahal Curley, John Davenport and John Foden. The audience was no less distinguished with such well known Northern Ireland personalities as Esler Crawford, Terry Harryman, Richard St John Young, Robert Taylor, Frank Mann and most of the BBC sports programme staff amongst the mixture of students and general public who attended. Both the panel and the audience were on good responsive form and the result was a very enjoyable evening.

New co-drivers trophy from Halda

Halda in Sweden have just announced that they will award a gold trophy at the end of this year to the best co-driver. The trophy will be given to the co-driver who has the most points in the RAC Rally. The trophy is now works for Halda AB as a consultant and has been responsible for much of the excellent informative booklets that Halda now produce. The trophy is a gold trophy mounted on a path.



Above: New Goodyear rally tyre — 195 70 x SR13 G400 Ultragrip. After testing by Barry Lee and Tony Pond the new tyre is said to have an all-round performance increase. Below: Chris Slater tyre testing before the RAC Rally. Datsun at Bugshot. A Datsun in the left, Kleber on the right.



Walter Boyce wins POR to give Toyota first win

Canadian Champions Walter Boyce Doug Woods driving a Toyota Corolla 1600 Coupe drove a convincing win in the World Manufacturers Championship Press on Regardless Rally which finished last weekend in Alma, Michigan. At the finish of the 1700 mile 80-stage event Boyce was 20 minutes ahead of the 1425 of James Walker/Tony Palmer. Third was the Datsun 240Z of John and Carol Smith closely followed by John Bullum and Wayne Zikus driving a Ford Escort RS1600. John

Rodgers Erik Brooks finished fifth with a Datsun. Both Jeep Wagoneers, of Gene Henderson and Erhard Dahm, retired on the same special stage during the second leg with blown engines. Walter Rohrl (Porsche Carrera) failed to start and Edgar Hermann finished well down with a Subaru 1300 Coupe. The team of Polish Fiat won the manufacturers team prize. Boyce's win, with the Toyota provided the Japanese manufacturer with their first victory on a World Championship event. Report next week.



Points leader — Nigel Rockey.



Second man — Russell Brookes.

Mexico series still undecided

With just two rounds in the Mexico rally championship left to run overall victory can still go to Nigel Rockey, Russell Brookes or Bob Bean. Each has already won RS 1600 rides for winning the "quarter" championships. The two events left are the Taunton and the Virgin Galaxy, both road events. Points are as follows: Nigel Rockey 95 points from 12 events (7 to drop

total possible 108), Russell Brookes 82 from 9 (102); Bob Bean 73 from 9 (93), John Edward-Parson 72 from 11 (4 to drop, 86); John Barter 59 from 9, Dai Roderick 28 from 4, Roland Young (Alitt's) 23 from 5, Keith Watkinson 22 from 6, Andy Dawson is now back to 9 from 1 event. He had previously scored 58, but these were disallowed.

● Starting with the RAC Rally, Ford Advanced Vehicle Operations will begin operating a credit card scheme allowing competitors quick access to a wide range of parts which will be moved around with the rally in a Transit mobile parts store. Potential RAC Rally Sport credit card holders have been listed by FAVO for local RS dealers to contact. Present plans include only international events but if the programme proves successful it is hoped to extend the facility so that it can be operated by individual dealers at local level.

● The insurance cover note received recently at The Scotsman newspaper offices covering their entry of Andrew Cowan in the RAC Rally read "for twelve hours only". They hope the mistake is not a bad omen for their entry as the duration of Andrew Cowan's 1972 run was not much more than twelve hours in the rally. The car will

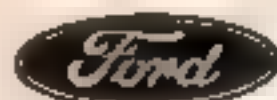
be Mogul Motors of Stirling LVX 953J running to a similar specification to the other works Milk service cars.

● Semperit will again be attending the RAC Rally with a fully equipped service unit to assist all Semperit shod competitors. The final itinerary of servicing points will be made available at the York start. Any interested parties should contact Mr T F Lanley at Semperit (UK) Ltd, St Paul's Avenue, Slough, Bucks.

Border result

(report last week)

NEW COPIES OF THE RAC RALLY RESULTS. The RAC Rally results for the 1972 season are as follows: 1. Walter Boyce (Toyota) 2. James Walker (Ford) 3. John Barter (Ford) 4. Dai Roderick (Ford) 5. John Edward-Parson (Ford) 6. John Bullum (Ford) 7. Wayne Zikus (Ford) 8. Erik Brooks (Datsun) 9. Gene Henderson (Jeep) 10. Erhard Dahm (Jeep) 11. Walter Rohrl (Porsche) 12. Edgar Hermann (Subaru) 13. John Smith (Datsun) 14. Carol Smith (Datsun) 15. John Barter (Ford) 16. Dai Roderick (Ford) 17. John Edward-Parson (Ford) 18. John Bullum (Ford) 19. Wayne Zikus (Ford) 20. Erik Brooks (Datsun) 21. Gene Henderson (Jeep) 22. Erhard Dahm (Jeep) 23. Walter Rohrl (Porsche) 24. Edgar Hermann (Subaru) 25. John Smith (Datsun) 26. Carol Smith (Datsun) 27. John Barter (Ford) 28. Dai Roderick (Ford) 29. John Edward-Parson (Ford) 30. John Bullum (Ford) 31. Wayne Zikus (Ford) 32. Erik Brooks (Datsun) 33. Gene Henderson (Jeep) 34. Erhard Dahm (Jeep) 35. Walter Rohrl (Porsche) 36. Edgar Hermann (Subaru) 37. 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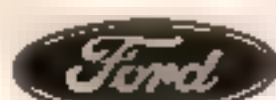


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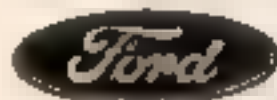
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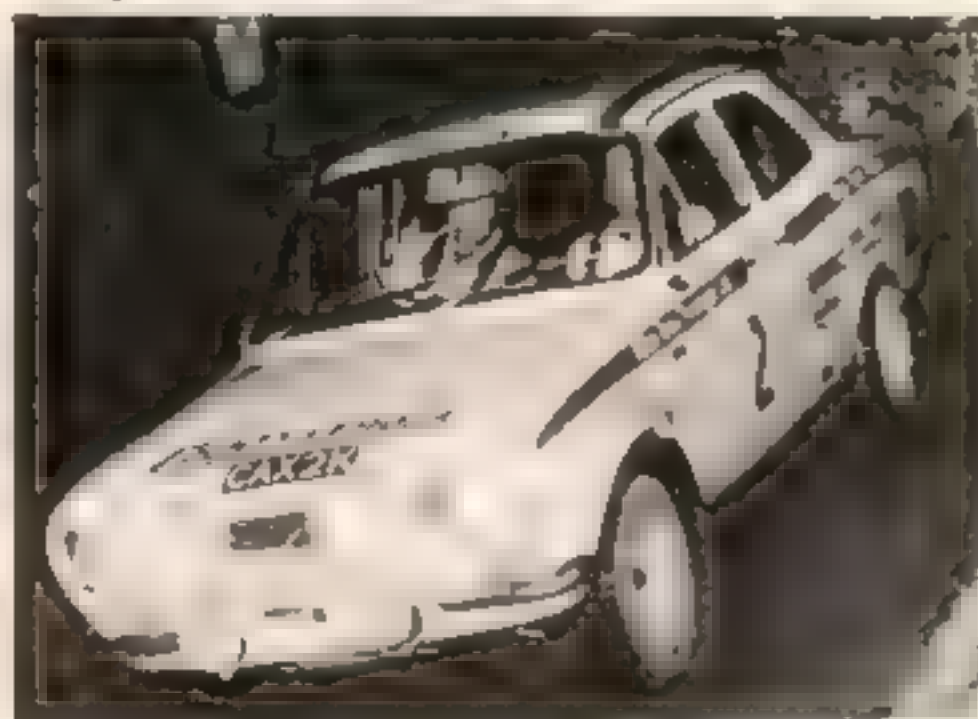
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Petrol substitute In racing

With the crisis in the Middle East, it seems that there is going to be a cut in the oil supplies to this country; this will cause all forms of motor racing to come to a stop.

You may have seen the programmes some months ago on BBC TV about the energy crunch. Well why doesn't somebody develop on the ideas? The one which impressed me was hydrogen and oxygen being used as a fuel. Hydrogen (carried) and oxygen (from air) reacted together like the petrol air mixture used in the conventional internal combustion engine. This was done by a couple of students in America. The engine was the internal combustion type with a few mods to the carburettor system thus keeping the cost very low. There was no pollution, the waste product being water.

Obviously the big engine companies will dismiss this as the oil cuts will be stopped eventually, but what happens when the oil runs out?

Maybe the FIA could develop a formula without using petrol with a huge amount of money at the end to give the developers an incentive. When this becomes successful just imagine the publicity and fame given to motor racing—the grandstands will be packed.
LEANS.
KEITH JOYNSON

More correlation between formulae

When one considers how carefully the rules for each form of motor sport are thought out, it seems strange that there is little correlation between each of the various formulae. I feel that the lessons learned in Top Fuel drag racing, for instance, could be of use in trying to solve current F1 problems, since the racing in both cases is equally fast and dangerous.

If all the recent deaths in F1 are studied, it seems, invariably, that the driver died because he could not be recovered from his car quickly enough. This delay resulted in death either from asphyxiation or from injuries which the medical services might have been able to cope with.

Whenever this problem is discussed, suggestions are always concerned with making removal from the cockpit easier. However, I think this is tackling the difficulty from the wrong angle; surely it is more practical to remove the surrounding obstructions (ie, fire) than to try to get at the car itself. Returning to drag racing, a proof of the wisdom of this approach was in Roland Pratt's Funny Car accident. Here the car lost control at 160 mph, but because of the nature of its design, the engine and body came away from the cockpit, and the driver was able to walk away afterwards. Obviously it is not intended that the car should quickly disintegrate thus, but it does demonstrate the advantages in having the body, engine and cockpit independent.

It would be impossible to design an F1 car like this, and I realise there are many practical objections, but I do feel the basic concept could be applied. If in a crash the fuel cells and engine could be easily disconnected (ie, by the driver), then the fire marshals would merely have the problem of cutting away at the all-enveloping roll-over unit, whose strength would have ensured that the driver would not have suffered serious injuries. I know this sounds very glib on paper, but I do think it is more feasible than trying to design an "open car" as the means of enabling the driver to be lifted straight out.
ASCOT, BERKS.
DAVID IRELAND

Rethink on points

The time has surely come to look again at the system of giving double points in the final round of a championship. In the past two years we have seen two drivers lose a Formula 1 championship because of a bad race in the final round and another driver gaining a disproportionate number of points for winning that same race. Both Andy Surcliffe and Alan Jones must be cursing the person whose idea it was as it means that a long hard season of trying and winning can go to waste because of one race right at the end of the same season.

Why give double points for the final round only? Why not give double points for the first round, or for every second round, or every round at Brands Hatch, or why not give half points for the last round? I suppose the answer to the first question is two-fold: (a) to ensure that drivers stay on to the end of the season and do not take up sking, and (b) to induce a more competitive spirit by giving more drivers the chance of winning the championship. I'm sure that there are many drivers who do not worry about the double points and that it has not affected their decision to carry on racing to the end of the season.

The ridiculous situation could arise where, in an eight race championship, a driver can win the first 7 rounds at 20 points apiece, and then lose in the last round because another competitor, who has been second in every other round wins the final round and gets 40 points and wins the championship, because his fellow competitor has a bad race or finishes ninth or tenth. You never know, maybe the American Grand Prix will soon be worth 10 points to the winner and then Emerson Fittipaldi need not be mad at Colin Chapman in Italy.

SHOTTS, LANARKS

JOHN BROWN

Group 1 sense

Whilst appreciating that your editorial in last week's edition was written with the best intent it does make life difficult for potential entrants who are in the process of trying to obtain sponsorship for the 1974 RAC Saloon Car Championship. This could well frighten a sponsor away getting the impression that all is not at all well so far as next year is concerned.

We are led to believe that the RAC are the governing body of motor sport in this country although one has considerable reservations about this. What would be more simple than they stating within the next week that the RAC Saloon Car Championship will be run to full FIA Appendix J Group 1 regulations? They will gain far more respect from everyone by doing this and in turn will give potential entrants time to sort themselves out concerning what to use and sponsorship. In turn the cars will also be able to be used in Europe at no extra preparation cost should they wish to cross the channel. Perhaps the delay in coming to a decision is due to the fact that someone is trying to keep himself in a job similar to the way Civil Servants can never come to a decision and thus holding their position down.

ANDOVER, HAMPSHIRE. RICHARD SPEARMAN
(Hampshire Automobile RT)

Changing roles for commentators!

Whilst appreciating the great interest in the who drives what by courtesy of whom in 74" says, I feel you have tended to overlook the end of season upheaval involving the "voices of motor racing".

As you will understand most of the commentators involved are playing their cards very close to their chests (always wondered what they did when there was no motor racing) but at the time of writing it appears likely that the following changes have been decided for 1974.

Anthony Marsh will be leaving Brands Hatch and moving to the National Eastedford at Llangollen (they have an event for Group 2 male voice choirs, you know I bet Frank is a bit one!). Anthony's other duties for '74 include the South of England Hot Air Balloon Society Annual Outing from Hyde Park to wherever the wind takes them. Crufts, and a guest appearance for 14 days at Heathrow No. 1 Terminal doing the chat for the spectator balconies.

Neville Hay moves from Silverstone to the Horse of the Year Show. Unfortunately Nev failed to land the Westminster job on Nov 16th. At a trial run he only managed to identify the first 3 coaches in the procession and then got lost as the rest had no numbers on. He tells me he has also lined up a 6 week season on Magic Roundabout, the English Pocket Billiards Championships, and has been invited to be mascot to the West Midlands team in Come Dancing (He'll do anything to make a living).

Peter Hamilton Smith has moved from Oulton Park to Brands Hatch. Other events to which Peter will be bringing his quiet refined style are the Caravan Club Annual Dance, the final of "Miss United Kingdom 1974," Euston Station (Inter City Services only), the Chelsea Flower Show (as they go right handed at the floribundas...!). And, rumour has it, Parkinson.

It will probably surprise you to learn that Robert Fearnall, ace co-driver and reporter, has been persuaded to take up "his commenting lark" as he puts it. If his journalistic commitments permit he is hoping to cover the Skol 6-day cycle race, the Watney Football Cup Final, the Little Bud worth Licensed Victuallers Annual Ball Distiller's Staff Dinner and Dance and the Glenfiddich Distillery Sports Club Athletic meeting. Unfortunately, he has had to turn down an invitation to cover the Alcoholics Anonymous outing to the Brooke Bond tea bag factory for spiritual reasons.

It is confidently believed that the above arrangements have been confirmed but the situation elsewhere is still extremely fluid (Peter Scott Russell may be having a press conference next week but on the other hand he may not).

As a magazine which rightly prides itself on being first with the news you can no doubt be relied upon to follow this enthralling story to its conclusion without further help from me.
MIKE ROFONE

ST HELENS, LANCER

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This week's AUTOSPORT colour centre spread shows the Dempster International Racing Team's March-Holbay 733 which has been campaigned in all the Formula Three Championships in the latter half of this year by Mike Wilds.

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RALLY GUIDE — SPECTATING



Obviously the spectators have been taken by surprise. Roger Clark on the Scottish.

How, when and where to watch

CHOOSE YOUR RALLY

■ as obvious as it seems. Choosing the right sort of event is very important. If you are already a grade one British Rally Spectator you will be out in all weather, on all events possible, all year round. You ought to be certified, if not already and this article is not for you. If not already certified and you would like to be considered completely insane the following may be of some interest.

It is an impossible job to classify and group rallies into a spectator grading, for just like motor racing there can be unexciting nationals (occasionally) and by the same token some really hilariously good fun restricted events. Obviously the subject of spectating does not include the on-the-doozies events where you can nip off up the road for ten minutes, watch Clark and company scream through and be back home again by the time the kettle's boiled. The sort of event to choose carefully is when you plan to spend a full day with the rally and especially important—when you are taking friends new to the sport of rallying. For the majority of watchers the ideal event is a daylight stage rally, using forestry commission land and with a leisurely route back-doubling through a compact area. Unfortun-

ately there are not many events just so perfect. Many of the RAC Championship rounds are a fair compromise to the above and an event of this status would certainly be the sort of thing to convert first time watchers. Night rallies should be avoided unless you are fully conversant with the particular rally's timing and route. Night special stages as driven on the RAC Rally should not be missed though. It might appear obvious that an mist forest at night is not a good place to watch but the reverse is mostly at ways true. Sounds carry farther and the sight of nearly mile-long light beams heralding the approach of a car is quite spectacular; so is the silhouette of the receding car into its own blaze of light with the crew faintly lit by the co-driver's map light. Other things only visible at night include spits of flame from the exhaust and, if rough, orange balls of molten sump guard rolling down the track just behind the car.

Looking back at this past year, the best events to have watched would have been any of the RAC rounds and the Shell Scotsman sponsored series. The latter championship perhaps almost ideal as the rally areas of Scotland also coincide with the best scenic regions. Next year the Castrol Autosport series should be good to watch and full spectating information will, of course, be printed for each round of the series.

No—not a trick lens picture. There is no more than six inches clearance



PREPARE YOURSELF

Your own personal preparation can be vital. It starts with knowing where you are going, the state of the roads and gathering up all the maps you will need for the day. Always leave home a little earlier than necessary. Plan to arrive at your first point at least 30 minutes ahead of the earliest time for competing cars then add another 15 minutes for the unexpected like a puncture, thick fog or a jammed red traffic light. Also it is best to plan an alternative first viewing point in case of blocked roads, flooding, etc., but most likely—a cancelled stage. Once all the maps, tool kits, Thermos flasks, food baskets and other check-list items are gathered up don't forget spare clothes. You may well fall into the often deep, brackish and cold ditch bordering the forest road. If it is a wet day you stand a good chance of being sprayed with mud and if dry there is no way you can avoid being covered in dust. In fact on hot summer rallies like the Scottish, spectators take on the appearance of Homepride flour graders. A warm rally jacket is essential and if watching at night be prepared for 40 degrees Fahrenheit, even in mid June. A good tight fitting pair of wellies are also recommended for all but ideal conditions. Tight fitting because if you have to move quickly and they are a floppy fit the boots could well end up on the track as you take a plunge into the aforementioned water filled ditch. Preparing for a night stage on the RAC is something else altogether. Dress for the South Pole and you will probably manage to watch a few cars through before the urge to return to the car becomes irresistible. A small first aid kit should be carried in the car to cope with the occasional scratch from branches or flying stones.

WATCHING THE RALLY

Choosing special stages is not vitally important—they are all exciting to watch but choosing where, on the stage to situate yourself is very important. There are some obvious places where large groups will gather but a little exploring will often pay dividends. Very often the best places are far from the obvious points. Remember that if you can see an exciting corner so can the driver (you can check by crouching at the approximate driver's eyelevel) and he will slow accordingly. If taking photographs your choice is limited to a corner of some sort. A rally car flying down a straight can look quite spectacular but on film looks as if it has been parked there. If purely watching (and without the encumbrances of cameras and equipment you can concentrate on seeing things you never would from behind the lens) the best combination of requirements would be somewhere "blind" to the drivers, also somewhere open to watch progress over a few hundred yards.

The way spectators on any big rally take dogs into the forest, stand in front of arrows, on top of log piles, etc., proves a very real need for a little discipline from marshals. An experienced spectator has a much easier and more exciting time. He doesn't obscure arrows, avoids standing opposite a large puddle, stays clear of wood piles, keeps the right side of the wind and leaves his dogs at home. The experienced watcher also knows where to see action by looking at the road and accurately guessing which corners, say, an Escort takes smoothly, which are sideways before, after, or during the bend. He also knows where a front wheel drive car will look best—which is usually when the car is being set-up before the corner—and he can even see a particular kind of corner likely to give certain cars trouble. Best of all, the experienced watcher does not get caught out by an unexpected car, he stands back at the tree line and does not cause the competing driver to lift his foot for fear of the spectators' safety.

Home guide to preparation

By John Davenport

With the RAC Rally only eight days away you mustn't expect anything that you read in the next three pages to help you clinch your first outright victory in an international rally but it might help you to see where you have gone wrong. I have been asked to tell you what I would expect to find in a rally car, what to take with you and what to leave at home; what is important and what isn't. Incidentally, if I see anyone checking my RAC Rally car against this list, I hope that I can think of a good story in case I forgot something.

If we make a start with what you personally need, then we should start with protection. The most valuable part of your body is your head despite what Hugh Hefner tries to persuade us. I understand from medical men that you can have quite a lot of things removed from your body and still live but no one has managed to live without a head yet though there is that remarkable chicken in the USA who ran around for a week or so without his. I would recommend you to buy the best helmet that you can get and to make sure that it is a good fit and comfortable. I have used a Bell now for almost 10 years—not the same one!—and though they come a bit more expensive, I feel my head deserves it. Of course, there are many other helmets on the market such as Paddy Hopkirk's, Kangol and AGV, but the basic rule always applies: buy a good one that fits you well and protects the side of the face and the upper neck. I have seen some quite professional crews whose helmets were only fit for growing geraniums in and if they had a serious accident, that is about all their heads would be worth.

It is becoming very fashionable to wear protective overalls but here again, it is your body and if you value it, then wear them for more than dictates of fashion. I know that to buy a full set of Nomex is expensive but it is an area where such expense is justified. I

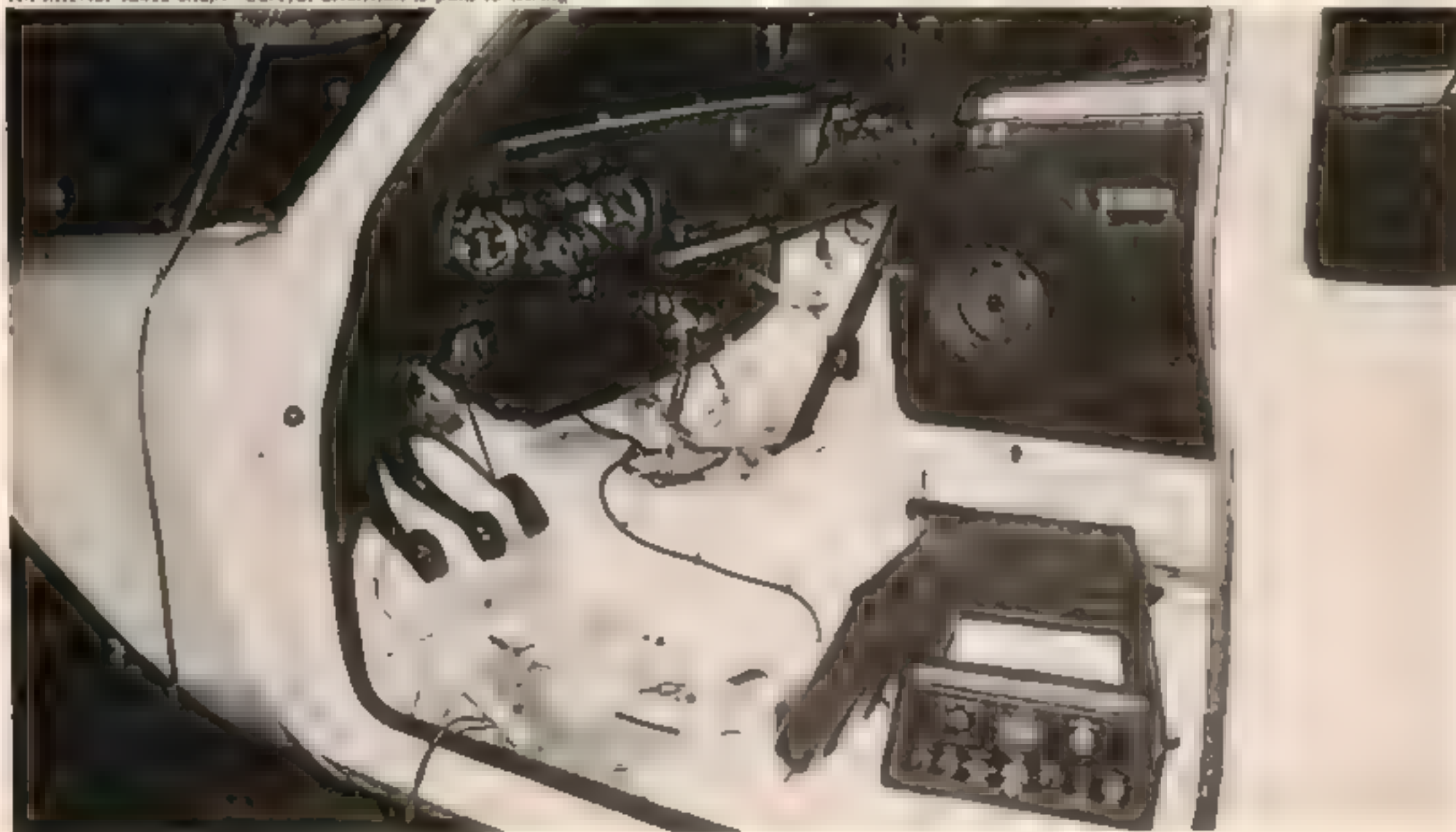
remember only too well that, though rallying is a very safe branch of the sport, the last man to die in British rallying was burnt to death. If I can save myself the pain and lasting discomfort of burns, then I think that an investment of £50 to £60 is worth it. There are, naturally, many events during the year where to wear full Nomex is a discomfort and I can recall the Tour of Britain where Datsun had kindly supplied us with double layer suits from Formula One without thinking about the possibilities of hot weather. I rather shamefacedly confess that I went back to sweaters and jeans but then it was my risk if I wanted to be comfortable. On the Safari or Morocco, you will see us running around in shorts and T-shirts, but on any rally where it is feasible to wear protective overalls, then I do so. At the beginning of the year, I was using a Jaycessories two-piece which I find useful on semi-warm rallies because you can slip the top off when away from the stage. More recently, Alan Eisner of Apollo has supplied me with a one-piece in FPT which I wore on the Manx and found very comfortable. Gordon Spice is another supplier of this fabric which is much kinder on the skin—to quote the Fairy ad—and if you suffer in Nomex, perhaps you could give that a try. For a rally like the RAC, the Nomex underwear produced by Jaycessories is great as it is amply cut to protect even those parts of the body considered so important by Mr Hefner, and it keeps you very warm into the bargain.

If you have any form of sponsorship then your personal appearance is of some concern to you and the time has come to abandon the rally jacket that you use to soak up sump oil and try something new. With British weather what it is, you will not need a summer-weight jacket though an affluent bloke like me has at least one which comes into its own in Safari, Morocco, etc. My favourite jacket is a very ancient but still smart Tony

Fall jacket which is both warm and practical. It was modelled on the Swedish Gulf and Saab jackets and I believe that Tony still sells them while Castrol will have a similar one out in the near future. Hats, shoes and gloves are also part of our rally scene and a bit of careful thought will enable you to choose what is needed for a particular event. I always try to have some sort of hat with me because usually your head is very wet when you peel off the crash helmet and it is nice to be able to put something on to let it dry out without getting cold and giving you one. Sometimes, it is necessary to find strange items of clothing for special purposes. I remember getting very strange looks when I was scouring sunny Nairobi for plastic macs but when we stood for an hour in the pouring rain in the Usambaras, they were welcome indeed and took up much less space than a conventional rally jacket. With clothing, you must always take what may be necessary but never clutter yourself up with too much. Normally if you want to take a change of clothes, pack it in a bag and give it to someone else to take to the hat and only carry it with you if it doubles as a survival kit on cold events. I was quite amazed when Simo Lampinen took a whole lot of skiing gear that resembled a lured sleeping bag with him on the Swedish Rally but when that event ended in the small hours with our car cuddling a large snow bank, I saw his point for we waited several hours with no engine to keep us warm.

After getting the right sort of clothing, the next most important safety point are the seat belts. I have personally never been trapped in a car but I have done a lot of rallies with Rauno Aaltonen who was nearly incinerated in one because he was hooked up in his seat belt. Only the bravery of Geoff Mabbis who cut him free saved his life. For this reason, I prefer a seat belt that has a central release buckle that opens whichever way you pull it and which splits a full harness into four separate parts. Britax did do one like this at one time but it was primarily for Formula 5000 and was not easy to handle as frequently as a rally driver uses his. This leaves you with but a single choice, a Williams full harness. Again, like the protective cloth-

An interior takes shape. Careful attention is paid to wiring.

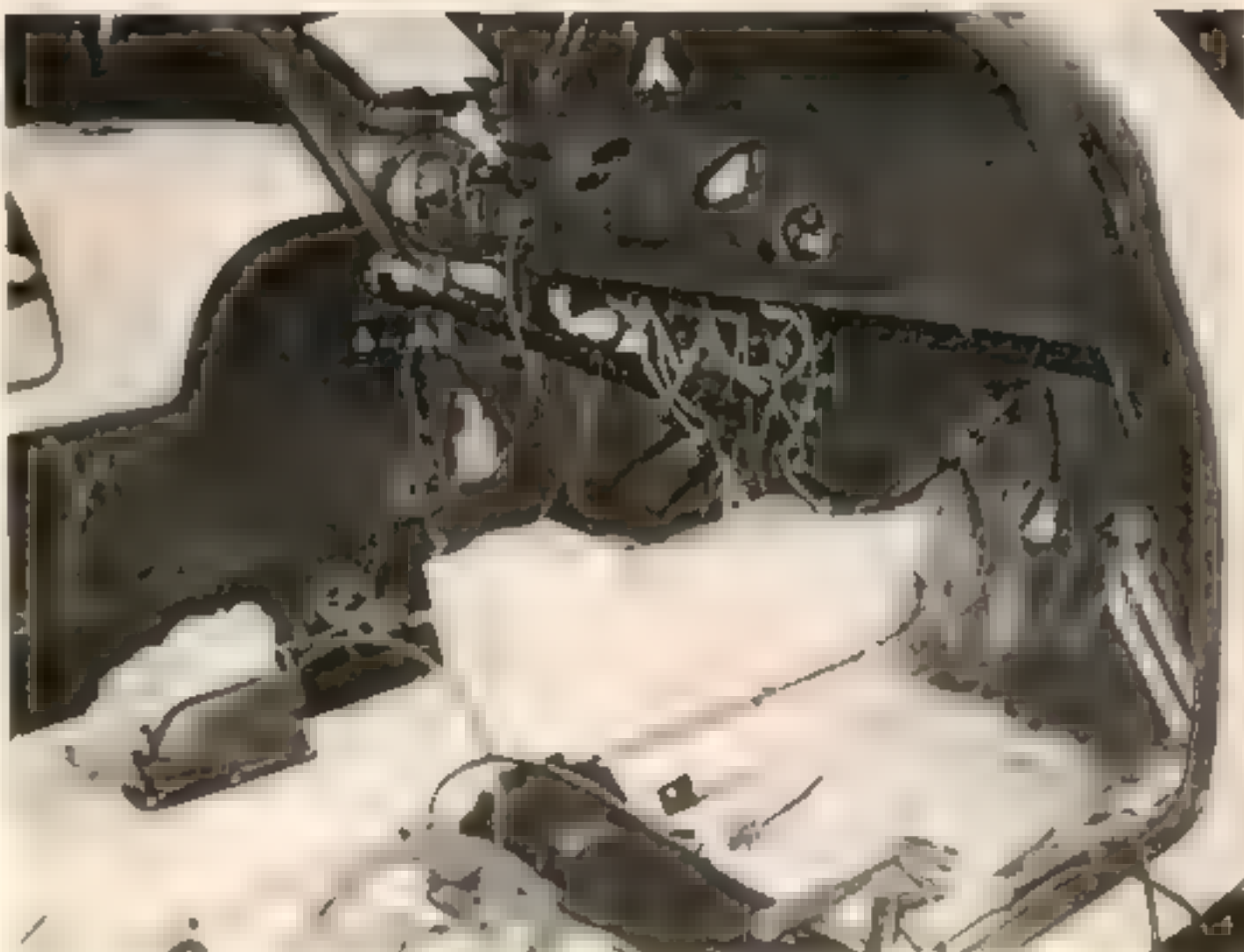


RALLY GUIDE — EQUIPMENT

ng, it is expensive but some of us like Tony Fall and Mike Wood believe in them to the extent of taking them around with them, in their baggage, from car to car. Just one point to remember about the mounting and that is not to have the rear strap mounted too high and the ideal place is somewhere under the rear seat. The reason for this is that Hannu Mikkola was so badly hurt in his 1971 1000 Lakes shunt because he travelled up the rear straps and over the top of the seat. Thus another thing you should always try to have is a headrest—especially for the co-driver who doesn't have the steering wheel to hang on to—for this will stop whiplash if you spin off backwards and also serves the function of keeping your rear straps up off the floor, clean and convenient to hand.

Before leaving the seat, let me give you another warning. The driver will almost certainly have a bucket seat as it is his car and he likes to be comfortable, but the co-driver may wind up with whatever is available. You may recall that Erkki Rautanen broke a vertebra in his back when Mikkola's Volvo jumped on the 1000 Lakes and he did this on the bar which runs across under the rear of the reclining seats. Thus be warned, if you have to do a sprint event try to get a bucket seat like the driver but if you do have to do a special stage event with a recliner, don't have it leaning too much and like they say on the flights "please put the seats in the upright position before landing." As well as trying to choose the right sort of seat for the rallies you intend to do, make sure that they are mounted on a proper frame with runners sufficiently strong to take the extra shocks of rallying. Most of them are extremely flimsy and it is extremely embarrassing to have to retire with a broken seat as Will Sparrow did on last year's RAC Rally.

So once you sit down in your seat, what do you expect to find within reach to help you do your job? A good map light is essential and I prefer the Avantl made by Mike Butler for it is rigid enough to stay where

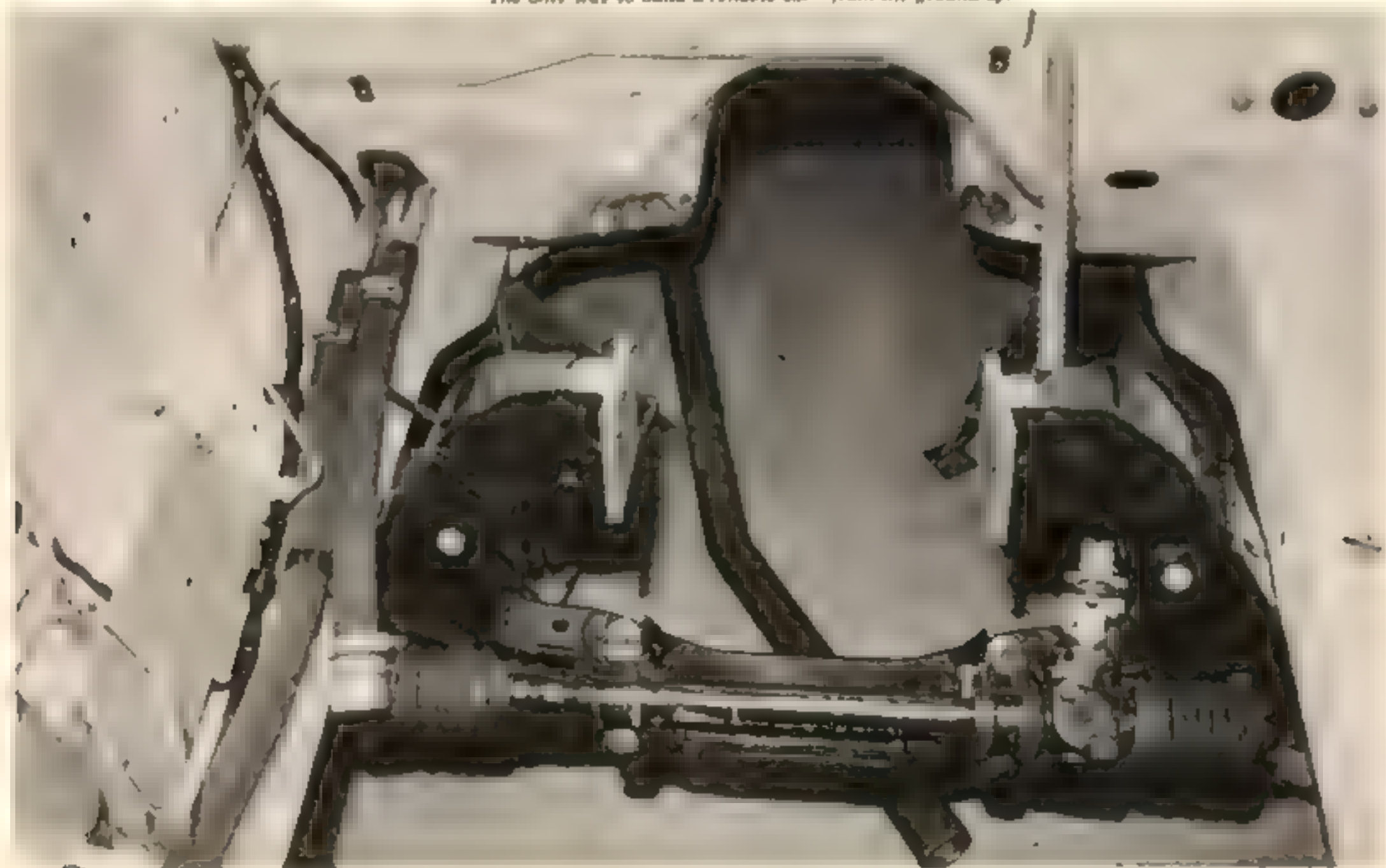


All pipes run within the bodyshell in relative safety

it is put no matter how hard you touch down while its unique rotating bulb screen puts the light on the notes or maps and not all over the windscreen or the driver's feet. It is an idea to install a rheostat in circuit with it so that you can have just the intensity of light that the job calls for, as dim as possible for reading notes so as not to disturb the driver but full bore for reading the regulations just as you realise you have made a wrong approach. For an international event,

this is probably all you will need in the way of lights run off the car's circuit but if it is a British event where you need to read from maps, then a socket for one of Don Barrow's illuminated map magnifiers is required. In the old days there used to be a thing called an Eclair for this but after I broke mine, I started to use a thing called a stamp viewer which normally takes batteries but which I adapted to take a screw-in 12 volt bulb and then cut off the handle. Both these items can

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RALLY GUIDE — EQUIPMENT



Escort boot contains safety fuel tank, oil tank, fuel pumps, etc

blow bulbs quite easily so you should tape a couple of spares on the top of the dash board where they can be reached in a hurry. In any case, you should carry at least one torch and this should always be near at hand in case the light fails during a special stage. I have only ever had it happen once but I can assure you that you never forget that brief moment when the driver is "making do" without pace notes and you are fumbling for the torch. The Ford mechanics have a good way of slotting the torch into a piece of water hosing fixed to the front downward leg of the roll cage.

As far as the actual instruments of navigation are concerned, what more can one say than Halda and Heuer. I have got so used to peering at these two that anything else looks strange. The interior light on the Halda is to me insufficient and I usually ask for one of those aircraft pillar lamps mounted outside either to supplement it or to replace it. In Finland on the works Saab, we used a Gemini trip which had a much better illumination but I didn't like the idea of the press buttons for zeroing. At one time, a set of Heuer clocks on the dashboard was de rigueur for rallyists but in these days of inflation, most people spend the foot on something more essential. If you have a good wristwatch, you can probably make do with that and there is the consolation that it is always with you even when you are downing a jam butty at the supper halt. For the same reason, I always use a Heuer referee's watch on the other wrist and this is especially important during recess when you are taking intermediate times. One step forward in the future will probably be the use of digital clocks and digital mileage displays run off some mini-computer, but until these can be done at a realistic price the tried tools of the trade will be more popular.

I always used to be most keen on having little boxes round the gearbox tunnel for popping road books and things in but these proved unpopular with the mechanics who had to take them off every time they had to do anything with the gearbox, so I have now become a firm supporter of door bags with elasticated tops. Sounds kinky doesn't it but just be sure that you don't stuff them so full that the door won't close against the seat. Time cards and the like live for me on the

back of the sun visor, retained there by rubber straps that have been cut from an old inner tube. A couple of these retain almost anything including pens, pencils and chewing gum. I normally run to just a small plastic briefcase with a side-pocket for the cars papers, passports and other documents while in the main part go the pace notes and paperwork connected with the rally. Other British co-drivers opt for a large Ministry of Works leather briefcase which holds everything but the kitchen sink. I prefer to have smaller manageable items which can all be stowed in something like a Lombank bag for trips between the hotel and the car. Although I said earlier that you should travel as light as possible, it normally ends up with you taking at least one bag in the car with you. I have been using one of Paddy Hopkirk's Rally bags which are big enough to take a helmet plus all the pace notes, a pair of goggles in case the windscreen should go missing, plus all the other little things that Mummy's boy likes to have with him. I like using a bag to take the helmet around as it protects the intercom and normally between rallies I leave it packed with the helmet, the amplifier and spare battery ready to go again. I blurt to tell you that I am involved with the marketing of an intercom set under my own name. I won't tell you how good it is but I would say that if you are rallying seriously, a good intercom is essential as in the modern Group 2 rally car you cannot successfully communicate for very long without one. I even use mine on a rally like the RAC, not because we have any pace notes, but in order to be able to talk to the driver if we have a puncture to see if he wants it changed or not. I can tell him how far it is to the end of the stage and he can then make up his mind and tell me what to do.

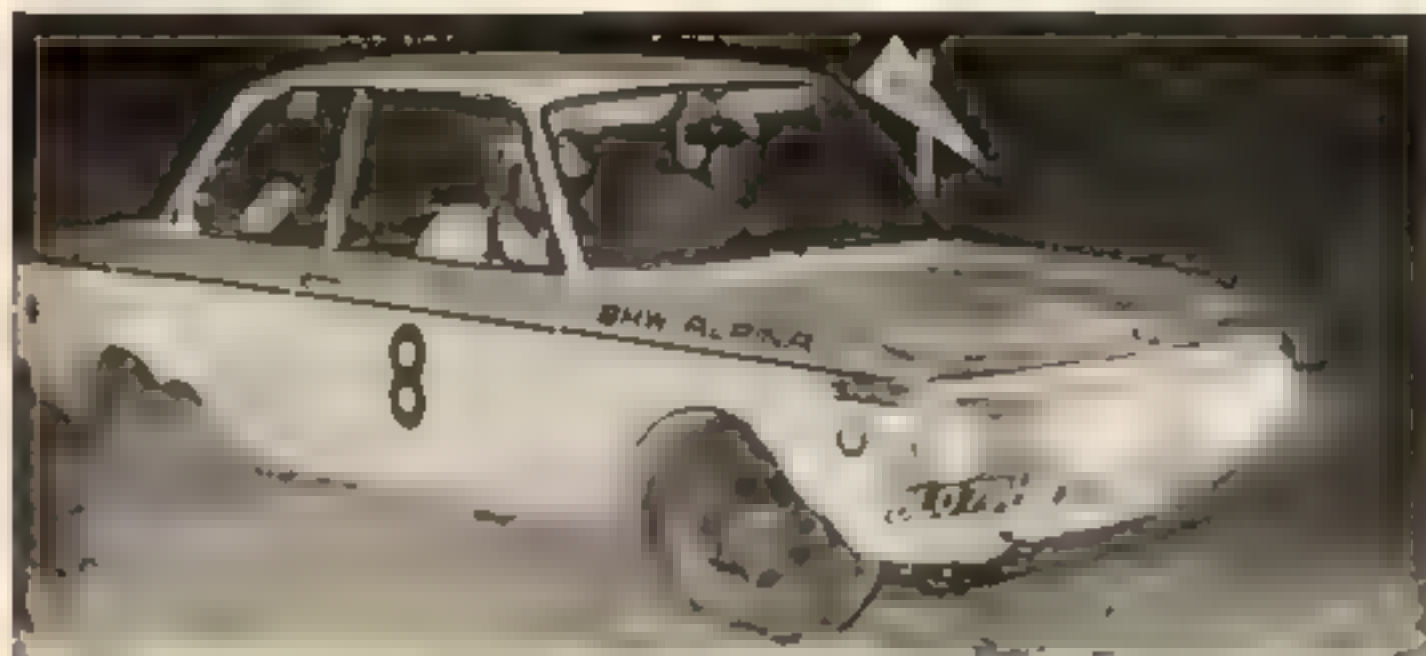
The very idea of punctures brings us to the question of the jack. I feel very strongly that this should be mounted in the boot of the car but that if it must go inside with the passengers, then do make sure that it is well strapped down. One of the Lancia team rolled while practising for the Monte and his co-driver was taken to hospital with the jack growing out of his head. The type of jack is also important and by far the most

popular amongst the works teams is a variation on the Volkswagen jack which is made by Bilstein. This works on the monkey-up-a-stick principle and is virtually unjamable as well as being very fast to go up and even quicker to let down. Far better than relying on a specific jacking point is to weld a curved plate like a beggar's hand so that it will lift anywhere under the door sill while a final point is always to carry a one foot square piece of wood with it so that you can jack in even the muddiest conditions. If you are using a jack, then it is pretty certain that you will be using a wheelbrace and this I do like to keep in the passenger compartment for after a fast tyre change, you may like to nip out for 20 seconds in a control area and check the wheel nuts. In any case, if you have a puncture on a stage, you can leave the car with the brace ready in your hand. It is a good idea to practice wheel changing with the driver so that you do things as a team and don't bump heads in the boot both trying to get the spare wheel out. Whatever you do, make sure that the brace, like everything else in the car, is tied down or somehow restrained. It should be possible to turn over without anything coming adrift though if you respect your driver, you won't put it to the test before starting the rally. I was once told by the Saab mechanic that Erik Carlsson used to search his rally car from end to end to make sure that they had removed all swarf from drilling holes and all excess nuts and bolts so that when he turned it over, he wouldn't get any of these things in his eyes. I should like to think that all rally cars were brought to the start line having had that degree of attention.

Having covered all the gear that you should have in the car, is there anything I could tell you to leave at home? Well, some people do tend to overload themselves with equipment. I very rarely use a calculator though I do take one on the 1000 Lakes to calculate if we are running too far ahead of the set average for which there is a severe penalty. That is generally the crux of the matter; if there is not a specific use for a thing on a particular rally, then leave it at home or in the hotel. This applies particularly with spares and tools. As for you could carry what the mechanics are carrying but that would rather defeat the object of having them along. We always try to carry the minimum of tools and spares and in order to have them along, they have to be replacements for the sort of thing that we can change on our own and which would otherwise prevent us from continuing. For example, even on an RAC Rally we would probably carry a distributor complete and a transistor ignition pack for if those go, you stop dead. We wouldn't carry spark plugs, spare headlamps or shock absorbers as none of those would prevent you getting off the stage and to somewhere near help. We used to carry spare half shafts in the Escorts but that sort of thing has to stop somewhere. Far better to carry a good tow rope and have a friendly team mate running a few minutes behind you. I've said that you shouldn't carry all your kit around with you but give it to someone else to take to the night halt, but it is no bad thing for the driver to have a spare pair of shoes with him in case one gets muddy and wet. I could even suggest a pair of galoshes which are just a sort of rubber over-shoes that you can use to splash across to the motorway cafe and then take them off in the car to reveal dry working surfaces for the special stages.

I suppose that I could now go on to all the other equipment that you can use on the car, like tyres, lights, brakes, etc, but frankly the first two are largely a matter of driver persuasion or finance, while the rest are actually tied up with the mechanical preparation of the car. I hope that in this very brief article I have given you some points to ponder before you do your next rally and I hope that you will enjoy it a little more as a result.

Cars on the British scene



BMW 2002

Although comprehensively rallied throughout Europe the small BMW saloon is still a rare rally car here. Popular in Ireland and also very quick on tarmac with lightweight body. Initial expense and cost of Sport Parts prohibits the greater use of this car by club drivers.



CLAN CRUSADER

Lightweight GRP body one reason for the success of this car, especially on tarmac. Based entirely on well proven Hillman Imp mechanicals the Clan very soon became a rally car, only months after its release. Monocoque body has caused a few problems on very rough rallies though the Clan is said to be basically very strong. Popular on road events.



DATSUN 240Z

Datsun's straight six sports car has taken over from the Austin Healey 3000 as the muscle-car of rallying. Although not over expensive the 240Z is a little large and unwieldy for British rallies though the current Old Woking 240Z, driven by Kevin Vidsen, recently won a Castrol/MN rally. Works cars impressive on the RAC Rally.



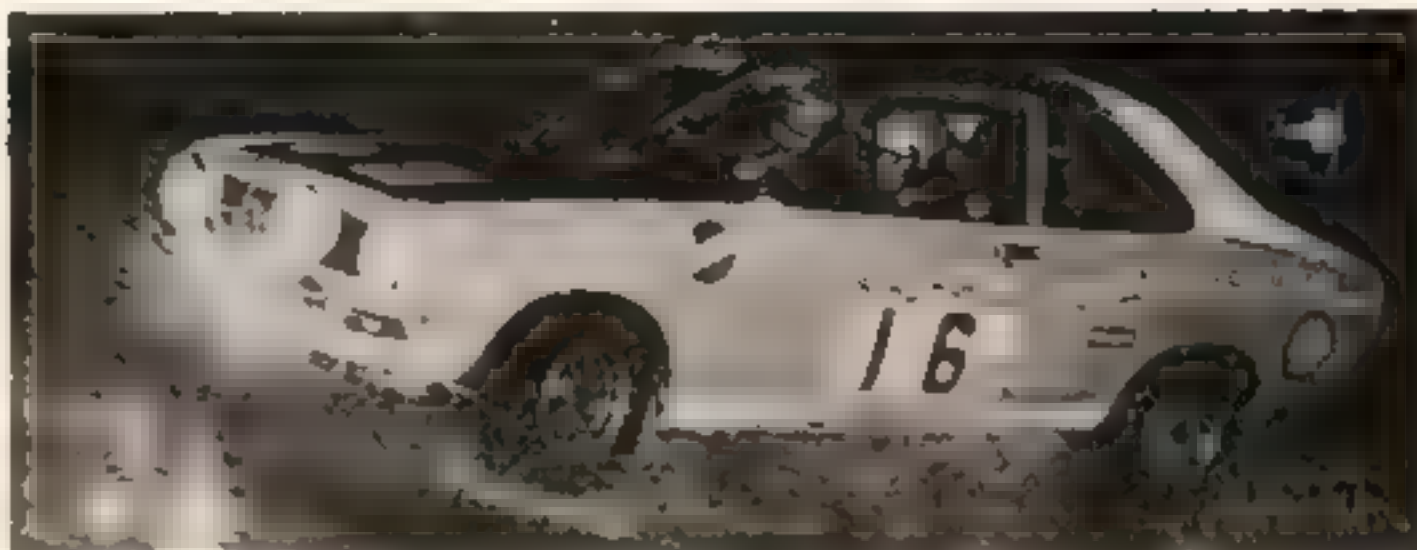
FORD ESCORT

Britain's most popular rally car by far. The Escort is rallied in many forms: basically the Sport, Mexico and RS 1600. Introduced in 1968 the Escort soon showed huge potential and came third on its first works outing on the San Remo Rally, driven by Ove Andersson. Now Escort derivatives win nearly all British championships. Best recent international results being 1st 1972 East African Safari and 1st 1972 RAC Rally.

RALLY GUIDE—CARS

HILLMAN AVENGER

An excellent clubmans car with low initial cost, very strong but light body and cheap parts costs. Becoming increasingly more popular and latest versions of the Tiger quick enough for outright wins next year. Avenger development has been restricted by low budget from Chrysler. Like Ford, the ex-Rootes Group products have figured in international competition for the past 10-15 years



HILLMAN IMP

Around since 1963 the Imp, unlike the Mini, has continued to be rallied and a good number are still to be found in any rally entry list. In most popular form with 998cc engine the Imp lacks the power necessary for an outright win but its superb handling and accessibility are still appreciated by many drivers who would not consider anything else.



PORSCHE CARRERA

Very fast, very powerful and very expensive. A rare car but two examples are rallied very successfully in Britain in the hands of Jack Tordoff (Circuit of Ireland winner) and Harold Morley who uses his car mainly for road events. The Carrera can come very close to quick-Escort times and its looks and sound make it a spectators favourite



RENAULT ALPINE

Another rare and rather exotic car on the British rally scene. Exceptionally tough and quick the little blue glass fibre bodied Alpines have won the manufacturers championship this year. Not as light as it looks the Alpine in RAC Rally trim weighs more than a ton. Rear engine compensates on loose going. Clarke Renault Rallye Team run a works car here for Pat Moss-Carlsson to compete on RAC Championship events.



VAUXHALL FIRENZA

Like the Avenger the Firenza and two door bodied Viva are tough cars but have suffered from under-development. Quickest car is sponsored by the Martin Group of Companies for Will Sparrow. Next year the Firenza should be quicker and more reliable — until now a serious problem. Dealer Team Vauxhall cars appeared for road rallies with fair results.



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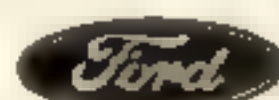
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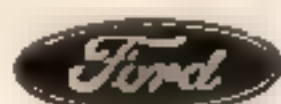
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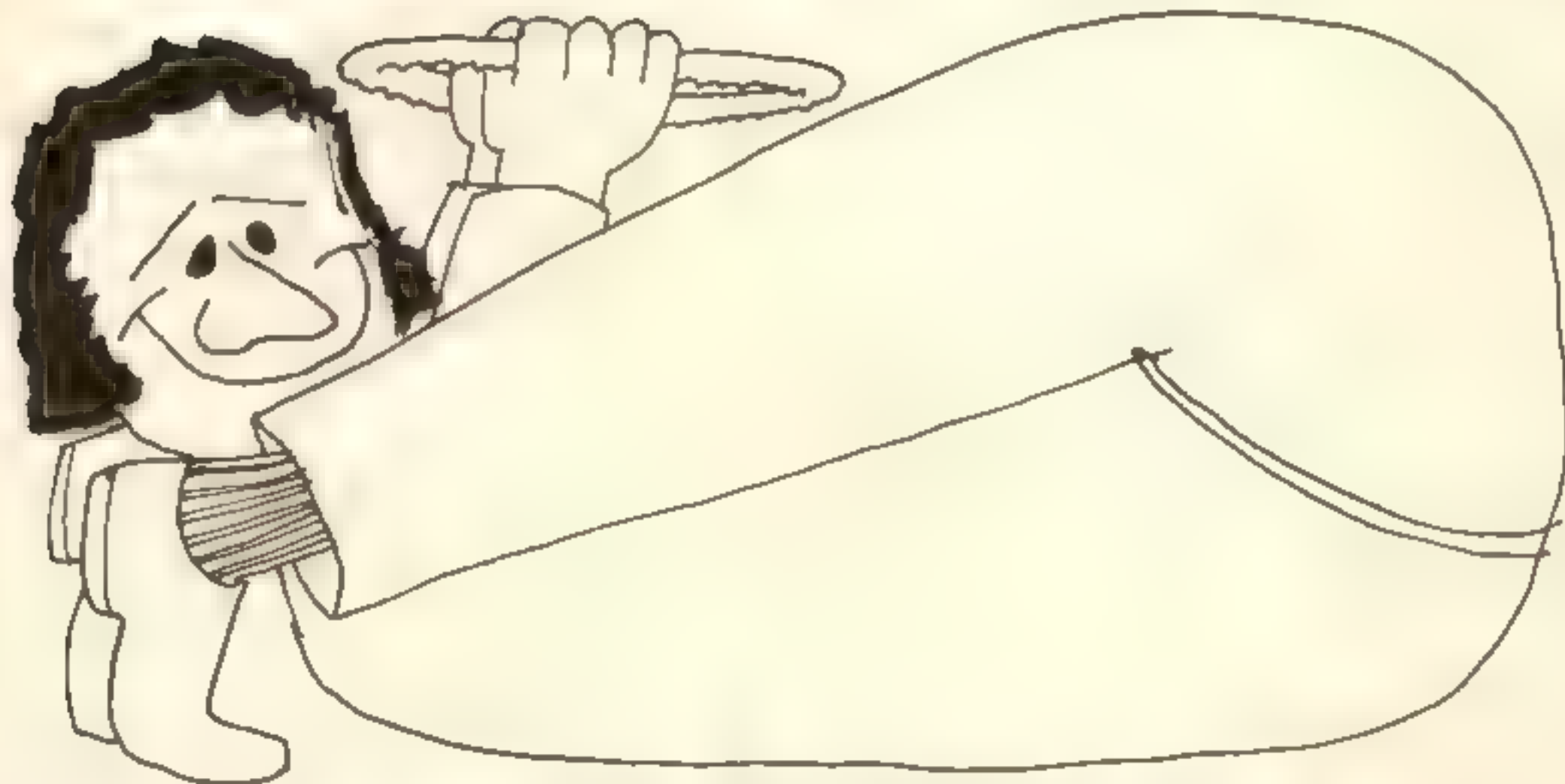


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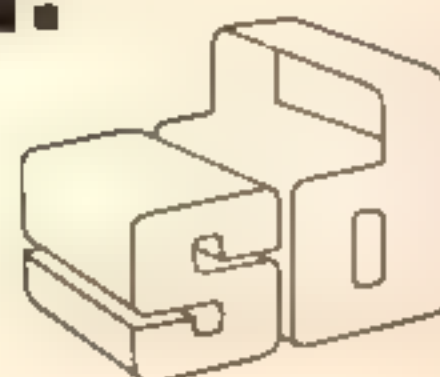
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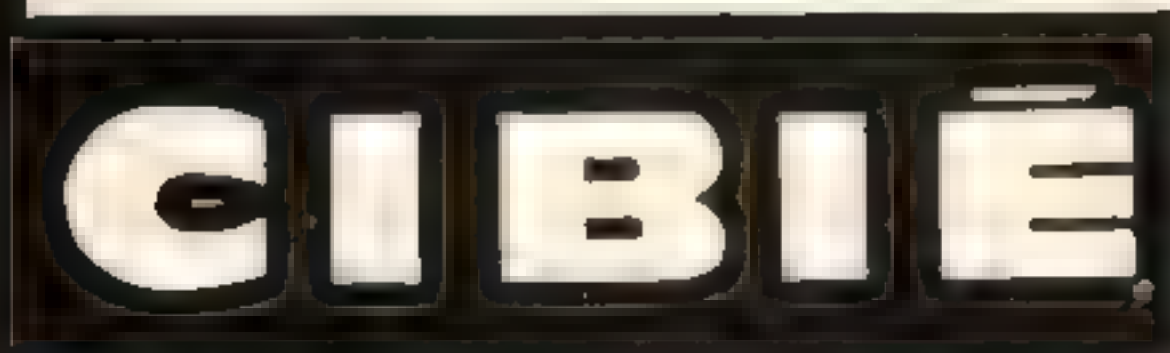
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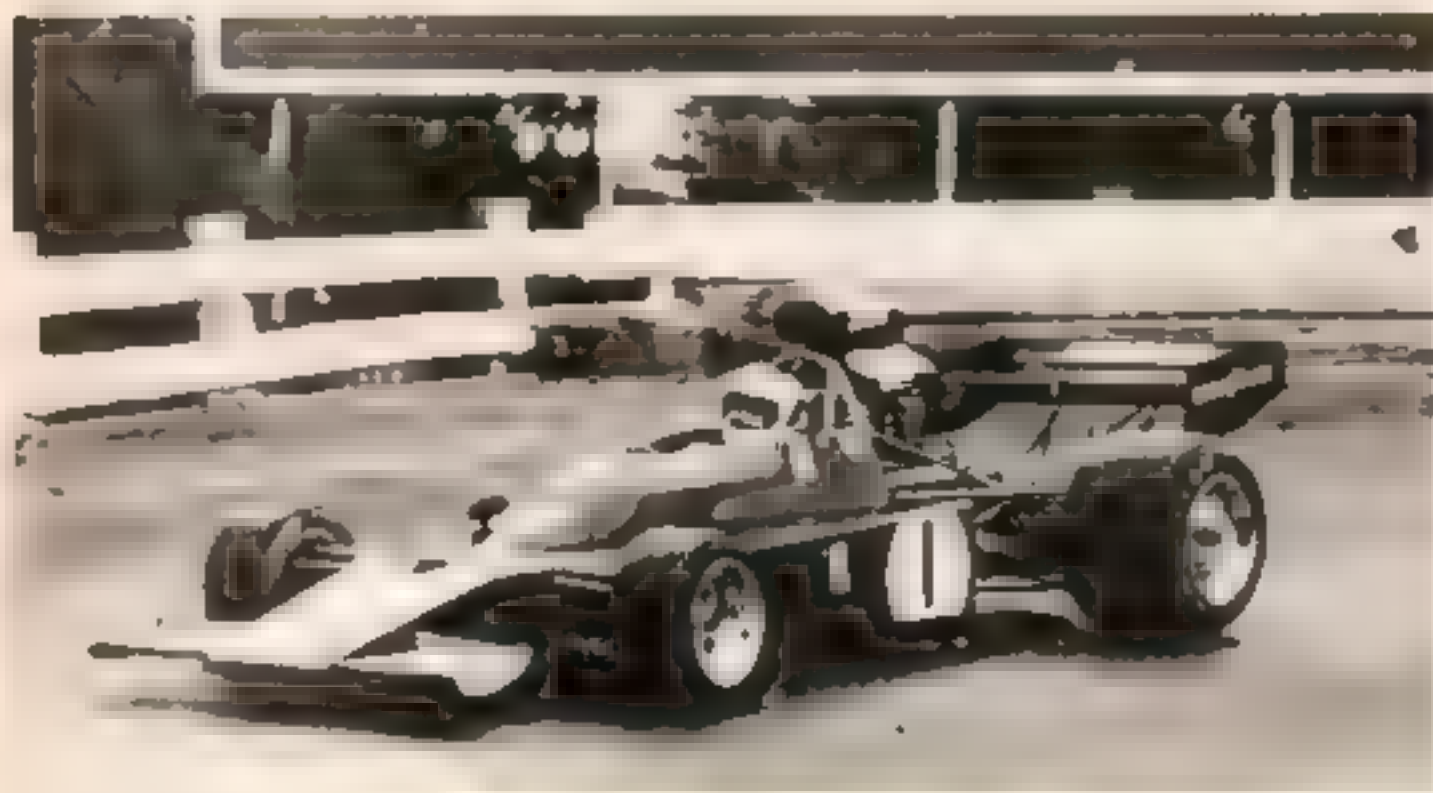
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Graham McRae took the new GM2 to a slim but exciting victory in only its second race.

AUSTRALIAN GP

McRae's GP double

Triple Tasman champion Graham McRae last Sunday won the most exciting motor race seen in Australia for quite a while. Driving his brand new McRae GM2, the ex-patriot Kiwi was a slim victor in the 38th Australian Grand Prix held at the Sandown International Motor Racing Circuit, finishing less than a second ahead of second placed Elfin driver John McCormack. The race was held in the balance right through until the end, McRae and McCormack swapping and dicing furiously during the closing laps of the race. Both drivers had problems during the race, McRae nursing a suspect suspension system and broken exhaust extractor, while the Elfin driver had to contend with a sheared A-arm bolt.

The race, although exciting, was robbed of a number of contenders when Lola drivers Kevin Bartlett and Max Stewart suffered punctures, while Johnnie Walker (also in a Lola) spun away his chances early in the event to finish third. Weather conditions played havoc with drivers, the cold, blustery and overcast start disintegrating into a downpour half way through the race, only to clear in the final laps of the race.

Sponsored by Philip Morris Ltd, manufacturers of Marlboro cigarettes, this 38th running of the AGP traces its history back to the first event in 1928, making it the third oldest Grand Prix in the world.

Heading this year's entry list was Graham McRae and his latest creation, the GM2. A virtual copy of the Indy Eagle, the car, resplendent in its menacing all-black paintwork, features a wedge nose with radiator inlets straddling the front of the bulbous chassis. Suspension troubles uncovered during testing in England followed the team down under, most of McRae's early practice sessions being taken up with rebuilding the suspension after the car bottomed heavily on the 1.9-mile circuit.

However, the car showed promise when McRae turned a 1 m 2.5 s lap two days before the race, only 0.2 s off Frank Matich's lap record. Official practice netted him a 1 m 1.8 s lap for fourth position on the grid, although the water pump and a front-wheel bearing were giving trouble.

The Ansett Team Elfin MR5-Repcos were in fine form after their recent "Gold Star" successes, John McCormack really screwing it up to record a 1 m 1.2 s pole-winning lap (an average of 113.41 mph) to become the fastest man around Sandown ever. Elfin constructor Garrie Cooper was not so spectacular, his 1 m 5 s time giving him only seventh place on the grid.

Three Lola T330s were entered for Chesterfield Filter Racing Kevin Bartlett, Seiko Service Centre Max Stewart and Johnnie Walker, the latter's example fitted with a Repco- Holden engine. Bartlett had a trouble-free run to score third position with a 1 m 1.7 s clocking, while Max was 0.2 s behind and had to change an engine overnight after the practice engine's block cracked. Walker, however, was definitely on pace, flinging the Lola round in 1 m 1.4 s to accompany McCormack on the front row.

The two other F5000s that turned up were Australian Formula Ford champion John Lefler in the ex-Max Stewart Elfin MR5 and Western Australia's hottest property, Howie Sangster in the ex-Teddy Pilette McLaren M22. Lefler, still learning what F5000 racing is all about, struggled with faulty brakes and gears, only to have the battery carrier break and snap a lead. Having no spares, John borrowed a set of gears from Bartlett, getting down to 1 m 5.1 s for eighth position on the grid, ahead of the Formula 2 boys. Sangster, himself out of practice and the car not sorted, did well to get sixth position with a 1 m 3.7 s lap. The fastest F2 car was Enno Bueselmann's Barrage 273 on 1 m 8.2 s.

At the drop of the flag McCormack used his pole position to advantage to grab an immediate lead into Shell corner from Walker, Bartlett, Stewart and a slow starting McRae. Up the back stretch McRae passed Stewart, inheriting third place when Bartlett had a puncture at Marlboro Country and went straight on at Goodyear corner.

McRae was now pressuring Walker, giving himself to his tail in a cat-and-mouse chase around the circuit. On lap 4 Bartlett rejoined

the race with a wet weather tyre on to replace the punctured example, slotting in between Sangster and Cooper. The next lap stopped the hearts of the McRae mechanics when Graham came around with one of the exhaust extractors broken, although apparently unaffected.

Lap 7 brought Stewart in with a flat tyre, while McCormack had already begun lapping the tailender F2s. Behind him Walker and McRae were still at it, their battle bringing them closer to the leader. In fourth spot was WA's Sangster driving a clean race ahead of Cooper, who was now involved in a dice with Lefler.

For the next 12 laps it was on for young and old between Walker and McRae, with McRae making a desperate passing move into Shell on lap 19. The heat was really on Walker and two laps later he succumbed to the pressure and lost it out of Shell, losing two laps.

On the next lap the rains came, slowing down the field significantly and causing Cooper to spin out around the back of the circuit at Goodyear, letting Lefler up into fifth position. Three laps later the sky began to clear, although not before McCormack came close to losing it out of Shell. By this time McCormack had lapped all but the minor place-setters twice, lapping four-placed Sangster on lap 29 for the first time.

McRae was now closing up on McCormack, satisfied that his suspension would hold together, taking the lead out of Torana corner only to lose it under the Dunlop bridge as they headed down the home stretch. The pair continued to battle it out, while behind them third and fourth men Walker and Sangster were nose to tail and stayed that way for the rest of the race.

With 38 laps completed McRae sneaked under McCormack through Torana, only to have Elfin driver power by him up the back of the circuit. But as they headed down the main straight for 37 laps McRae was back in the lead, which he held for 9 laps until going into Torana his helmet's visor flew open, giving McCormack the chance he needed.

The crowd was by now on its feet, cheering and waving and wondering who would be in the lead the next time around. Two laps from the finish McCormack slowed into Shell, fully feeling the effect of the A-arm bolt he lost mid-way through the race by now.

Cheers and cries from the spectator ranks urged McCormack on, but the race was McRae's. He finished a mere 1.7 s in front of McCormack, who earlier this year won the New Zealand Grand Prix. The race was McRae's fourth win in a row at Sandown and his second consecutive AGP and the furious pace gave him a new outright track record of 1 m 1.8 s (112.68 mph).

Johnnie Walker made a brilliant recovery to finish third just 2 laps behind the leaders, shadowed for most of the race by a determined Howie Sangster, who filled fourth.

MARK FOGERTY

Sandown Park, November 4, 38th Australian Grand Prix.
53 mph 400 24 m 1.1 s C M Rae M Rae J M
M 2.5 57 m 2.8 s J M M Rae A M
E 1.4 M R 0.5 37 m 5.1 s J M M Rae A M
T 1.4 M R 0.5 37 m 5.1 s J M M Rae A M
R 1.4 M R 0.5 37 m 5.1 s J M M Rae A M
49 ac b J L M R E M R 49 49 49
Fastest lap G M R 1 m 1.8 s 112.68 mph

John McCormack's Elfin finished a very close second.



BTRDA autocross changes and revised prod car trial classes introduced

The latest well-presented BTRDA newsletter includes a number of details about regulations and championships for 1974. As already announced, Castrol will again be sponsoring the popular BTRDA autocross series which will again be run in close conjunction with the RAC National Autocross Championship, sharing the same list of qualifying events. One welcome change will be the RAC's decision to abandon the Championship run-off at the end of each event and to allocate the points on the basis of times recorded in the heats. Also points allocated in the final will be changed from double to single points in each heat, the best two to count. This means that 18 points will be the maximum in 1974 at the final as against 36 of this year, and another amendment is that the current penalty on four wheel drive cars will be abolished.

Regarding vehicle regulations, an important change next year is that a full roll over cage (front and rear hoops, etc) will have to be fitted to all lightweight saloons and sports cars (ie cars where more than the bonnet, boot or doors are lightened and non stress-bearing internal items removed).

There is a new class structure for production car trials in 1974 and while the RAC have yet to announce them, the BTRDA have given a guide as to what they will be:

1, front engined front wheel drive production cars; 2, front engined rear wheel drive production saloon cars; 3, front engined rear wheel drive production sports cars unless listed in Class 5; 4, rear engined production cars and front engined cars with a torque biasing differential as catalogued for the car, unless listed in Class 5; 5, production cars as listed herewith: Chrysler Imp engined cars over 925 cc, Dellow, Dentel, Frazer Nash, HRG, Lotus 7, Morgan and other production cars manufactured on a limited basis (generally not exceeding 500 units).

SANTA POD

Wet end to good season

Last weekend saw the final meeting of the 1973 drag racing season at Santa Pod. Unfortunately Sunday's racing was rained off so the placings and the STP Top Street and Pro Stock championships were decided by the Elimination runs on Saturday. Kevin Pilling claimed his 10 points for attending every meeting and took the 1973 Pro Stock championship, although his Satan's Toy Chevrolet was beaten by Garry Goggin's 7 litre Clunk Click Chevrolet which ran an elapsed time of 10.66 s to Pilling's 10.72 s at 132 mph. Tony Dickson was third with a fine run of 11.40 s at 117 mph.

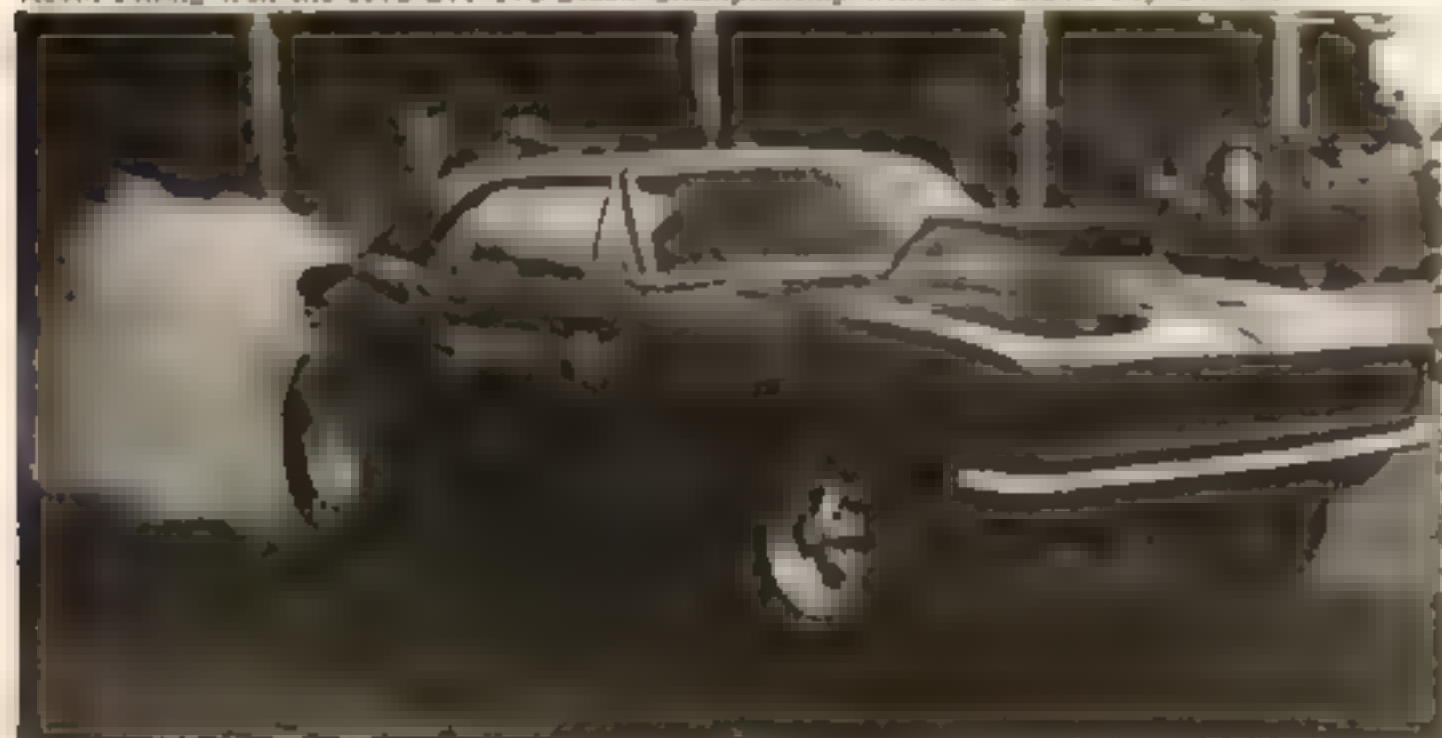
The Top Competition section was won by Dave Stone's Chevrolet-powered Tee Rat.

Stone ran a 6.74 s and a 7.72 s/155 mph with Phil Elton second on 9.40 s and 9.25 s/149.9 mph. While John Whitmore won the Top Dragster section with a 9.61 s/147 mph there was no attendance from Priddle, Skilton or Pratt but thanks to Alan Herridge in Santa Pod's own Firefly and Mike Hutchinson in 'Nobby Hills' Houndog, the crowd was kept aye with some good demonstration runs. On Saturday, Owen Hayward really powered his STP Funny car to a terrific run of 7.43 s—his best run yet.

Unfortunately on Sunday the rain-soaked tarmac prevented any outstanding demonstration runs from either the fuelers or funny cars while Tony Dickson won the Red Light award with five red-light runs to his credit.

Next year Santa Pod's action starts in March 10th—we hope with better weather and other race dates in '74 are March 24, April 14/15, May 5, May 26/27, June 23, June 30, July 6/7 (International), July 21, August 4, August 25/26, September 8, October 6 and November 2/3.

Kevin Pilling won the 1973 STP Pro Stock Championship with his Satan's Toy Camaro



● A national campaign has just been launched to introduce new members to the Morgan Sports Car Club. The club currently has about 800 members (about 150 overseas) and each member is being issued with special introduction cards to be placed behind the wiper blade of any Morgan he may see parked.

● The South London centre of the 750 Motor Club has moved its clubhouse premises to Elberbank, 87 College Road, London, SE21 and the first meeting is to be held on November 21 at 7.30 pm.

PROD CAR TRIAL

Owen member wins

Providing almost half the entry of 24 cars Coventry and Warwickshire MC members won two classes at last Sunday's Fort production car trial at Hoo Farm, Kidderminster, arranged by Dunlop MC. The winner came from Owen Motoring Club and only three members of the organising club turned out in support of their club's event.

The Coventry and Warwick class winners were Kevin Caley in his Mini who dropped 111 marks on the 32 sections to win the class by five marks, and Stephen Court (Skoda Octavia) who won the conventional saloon class on 104 marks, 26 ahead of fellow member David Smith in a similar car. Caley led his class throughout after establishing a five mark lead over Nick Pollat's Clubman GT. Pollat kept up the pressure on Caley in the afternoon and the pair finished five marks apart but well ahead of Peter Smith (Clubman GT), who was third. After being only seven marks ahead in the morning Court pulled away to a convincing class win with his Octavia over Smith while the Popular of Andrew Cowley took third, 20 marks adrift of Smith.

Brian Betteridge scored an easy overall win—his second in two weeks—with his Sprite, dropping 87 marks. In the morning Betteridge had a spirited battle with Terry Westley (Sprite), before pulling out an 11 point lead but in the post-lunch period he went in to win by 27 marks and take the event with an index of 82 per cent. Midget man Brian Hedges took third place on 147 marks and took the novice award.

The rear engined class was a battle between Tony Milward and Colin Cotton. Milward, in an Imp, pulled out a six mark interval lead but Cotton (Husky Estate) had a fine afternoon, dropping only 22 marks, and he closed in with a two marks of Milward while Tony Cooke (Sunbeam Sport), came home third on 73 marks.

Overall	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Overall	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Driver	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Car	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

RALLY

Council's support

Night road rallying may be threatened with extinction in some parts of the country but up in Cumberland the reverse appears to be the case for last Saturday night West Cumberland MC's Peak Rally was sponsored by no less a body than the local Whitehaven Council. One of the town's multi-storey car parks was provided for scrutineering and the town's Civic Hall was used for the start and finish and by all accounts the breakfast laid on by the municipal caterers was one of the best ever in the area.

Sixty three crews started the 210 mile rally which included six selectives and such famous places as Hardnott and Rynose were included on the event which was started by the Mayor of Whitehaven who was flanked by "beauties" Miss Cumbria and Miss Border.

Winners were John Ellis and Dennis Trowbridge in an Escort 1500 who returned home with penalties of 35.91 to beat Clive Holker/H. Parker (Escort TC), by just over a minute. The next four places went to a Firenze, an Avenger, a Cooper and a Datsun while the leading novice crew of M. Wilson/J. Davis (Escort GT), finished in a creditable 11th overall among 42 finishers.

Results overall										1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32																																																											
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Driver	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Car	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

PROD CAR TRIAL

Hodgson's long-awaited success

After nine successive runner-up awards John Hodgson finally broke through to his long awaited class win when North Midland VC ran their round of their BTRDA and RAC Production Car Trials Championships at Sanford, Yorkshire, last Sunday.

Hodgson, in his Mini, raced away in the morning to open up a 23 mark gap at the head of his class and looked to be all set to widen it after lunch. However, as has been his problem before, he wobbled under pressure from Phil Darbyshire and Geoff Spencer and eventually only got home by a single mark. The class battle was the highspot of an event which attracted only 24 entries and predictable results came in the other three classes. Mike Hinde (Cen) won the event out of sight dropping a mere 32 marks on some very wet and slippery sections in a demonstration of trailing which left other experts gazing in admiration and Denis Wells (Skoda Octavia) kept his overall championship hopes alive by taking his class and moving into second overall in the table.

Conditions were extremely tricky at the start of the Autumn Sporting Trial for heavy overnight rain had left the sections at their most demanding and the North Midland organisers arranged 12 sections to be tackled twice before lunch and a similar total thereafter with some modifications. Hodgson took a firm grip on the front engine FWD class from the outset when he was first off and at lunch he had a total of 102 marks to lead Darbyshire (Clubman GT) and Alan Walsh (Mini), by more than 20 marks with Geoff Spencer, the championship leader, fourth in his Mini but five marks adrift. Hodgson's bubble began to sag midway through the post lunch session and this allowed Darbyshire and Spencer to creep slowly back into the hunt but the Midlander held off the challenge.

to get home with a total of 188 marks to Derbyshire's 189 marks while Spencer, who had the best second half total in the class, took third on 203 marks.

The conditions suited Denis Wells and his Skoda Octavia ideally and he held off Mike Stephens' Mexico challenge without too much bother. Opening up an 18 mark lead Wells was in no mood to relax after the break and he maintained this lead to finish on 169 marks. Dave Slater, who has forsaken his Anglia Estate, debuted his Escort Sport to finish third but he was not too happy with the car which will take time to sort to his liking. Only two sports cars did battle and although he had only a medium day Mike Harrison had no trouble in disposing of Don Hobbs in an all Midget battle. Harrison built up a 22 mark lead at lunch and went further ahead afterwards to finish on 188 marks, 32 marks better than Hobbs.

As expected Bill Moffatt won the rear engine class with Hinde cleaning up the event overall. Moffatt's Imp, now back with the bigger engine, dropped 59 marks to lead Mike Leech (Imp) by 3 marks at lunch and it's noteworthy that such was the supremacy of Hinde that his overall total of 32 marks was less than Moffatt's lunch score. Moffatt had the second best total in the afternoon—he dropped only 22 marks, and he ran out an easy class winner on 81 marks while Ray Bradley came from way down to get within five marks of Leech's 144 total at the end of a good event which did not get the entry it deserved.

[illegible]

John Taylor receives the trophy for winning the first Embassy European rallycross championship at Lydden (last Saturday).

PROD CAR TRIAL

Scott's opener

Bob Scott driving his familiar Hillman Imp won the first East Anglian production car trial of the winter season by the narrow margin of seven marks from Peter Harman's delightful Dellow sportscar. With a late start due to many competitors doubting as marshals

on the Grasshopper Rally in the morning. Sporting CC of Norfolk did well to fit in six climbs for the 40-plus contestants at the slippery site at Withersdale, near Harleston. Although Scott vied for the rwd class lead with arch rival Guy Wong (Sunbeam Imp) he was the clear winner, even managing to spin as he crossed the "O" board on one climb. With little competition Hanman easily took the Sports Car class.

CLASS NUMBER B n 5 H A = 5 = Part
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AUTOCROSS

Sprite beats Special

Robert Gibson's 1030 Sprite scored a fine outright win at last Sunday's Longton & District CC autocross event at Ulnes Walton, Lincs, taking BTD by just over a second from the 3.7 litre JW Special of Joe Wilson. Fifty five cars contested the event where there was once again a dearth of sports cars and a lack of entries among the smaller engined FERWD cars meant their amalgamation with the rear engined class.

The small Mini class was won by John Strickner in 1m 52.5s, two secs up on Miss Muriel Banks while Colin Flynn came third a further two secs down. The Fiat 850 of John Gordon, reputed to have a 1340 engine, took the combined small conventional/rear engined class in a time of 1m 47.5s, a long way ahead of Brian Kelly in his Escort and John Haworth's Midget collected the sports car class in 1m 51.2s. The middle range Mini class produced another clearcut winner in John Salt in his Cooper who returned 1m 46.4s to beat fellow PAN members Des Norris (Cooper) and Derek Chadwick (Cooper) by 3.4 secs and almost 11 secs respectively.

Closest class battle saw Dave Taylor take his Anglia to a narrow win in the over 1300 front engine PERWD class, his time of 1m 43.1s beating Alan Thompson (Anglia) by two tenths of a second, these pair finishing well ahead of John Clarkson's Escort TC

The big Minis class went to Jim Jones' Cooper S in 1m 43.1s and he was miles ahead of Terry Buckle in his 1340cc device and Tony Vernon (1300 Cooper) who finished a second apart. Equally convincing winner of the specials class was Joe Wilson in his JW Special who got down to 1m 40.3s leaving Graham Harper's Mini Special to take second but over four secs in arrears.

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RALLY

First Dalesman

The first running of the Leeds MC Salesman Rally last weekend resulted in a win for Keith Bickerdyke/G. Harper in an Escort TC who dropped 867 marks to win the 170 closed co-promoted event by 16 marks. The club drew attractive sponsorship from Central Drawing Office Services (Yorkshire) Ltd and the event attracted 49 cars for the battle on OS 91 and 92 which included three selectives.

Patchy fog made conditions a little tricky initially but there were no serious delays and the club reported excellent relations with the various police authorities. The event was always a two crew battle for behind the eventual winners Jim Reilly and Phil Boland (Cooper 5), kept up the pressure and finished well ahead of the third crew G Hudson/M Webb in an Imp, who took the semi-experts class. Two of the favourites who failed to make the finish were Brian and Chris Wood who retired their Escort 2000 when Chris became sick while Richard Morgan/Barry Pickett put their Escort RS 1600 into a hedge and were unable to continue. Novice award winners A. Hampshire/S. Stringwell (Mini), put several more fancied crews to shame by taking ninth overall.

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 S n g S n g M l e d



Patsy McGarrity had two litre wins with his Duckhams-sponsored Formula 2 Chevron B25—his last outing in this car to F2 specification as he is going Formula Atlantic with the Chevron in 1974

MONDELLO

McGarrity scores

The Irish racing season went out in a blaze of sunshine, with lots of hairy dicing too to keep the crowds happy and oblivious to the cold breath of winter in the clear air, at the Co Kildare MC Mondello Meeting on the last Sunday in October.

Group 1 saloon racing is not at all what it could be in Ireland, but for the opening race there was an almost capacity grid and right from the flag the dice for the lead developed into an ultra-close struggle between Kent Baigent in a Ford Capri 3000 GXL and John Keane in a 1.3 Simca Rallye 2. Lap after lap Keane would close right up on the big Capri in a real David versus Goliath act, but New Zealand-born Baigent was always in control of the situation, although he looked almost out of control as he literally flung the Capri sideways through corners fast and slow. In the last few laps Keane's little Simca ran short of brakes and he dropped back to finish 8 s behind Baigent. John Hynes in another 3-litre Capri took third, and the time-keepers could not separate the next pair of Fintan Newport in yet another Capri V6 and the Simca Rallye 2 of David Hall. After an early disqualification at Dunlop, Joe Fitzgibbon kept his 3-litre Capri on the island to come within 0.4 s of Larry Mooney's Audi 80 for sixth spot.

Des Donnelly was to have his last-ever saloon race at this meeting, as he is going Formula Atlantic in '74, but his Vauxhall Viva developed an oil leak on the line and had to be wheeled away. David Hall had also intended to make this his last saloon outing too, as he intends going Super Sports with a U2 next season, but his race only lasted half a lap when he lost his 1-litre Imp and spun backwards into the bank at Duckhams while trying to keep pace with the leading Escort-FVC of Mattie McNamara, who went on to win with consummate ease from Jay O'Malley's Viva. Ronnie Boate was yet another victim of the earth banking at Esso, losing his 1-litre Hornet and rolling spectacularly over the bank but without personal injury.

As expected, Patsy McGarrity ran away with the Formula Ireland race with his F2 Chevron B25. A wild spin at Dunlop and then a pit stop to remove a falling off rear wing put paid to John Pollock's chances with his

Brabham-FVC BT30. Thinking that it was Pollock making up ground from his delays, Eddie Regan waved past the similar-looking F. Atlantic Brabham BT30 of Bill Gowdy into second spot past his Super Sports Gryphon C73. Regan kept the Brabham in sight, how ever, and continued to hold off the Brabham BT21 1/c of Vivian Candy, despite the latter doing his best to find a way past. Gowdy did it all wrong at Esso on the penultimate lap and Regan held off Candy by 0.2 s to finish second with Gowdy eventually finishing sixth behind Richie Conroy (Gryphon C73) and Ivan Rothwell (U2 Mk 11B).

English visitor Phil Baker led the modsports race with his Triumph GT6 until he was hauled in by Mike Nugent with his very rapid 1.6 Lotus Elan, who went on to win by 0.8 s. Brian Tuitt and then Don Kissane in Midgets took it in turns to challenge strongly for third, but Kissane dropped back and Tuitt came up very strongly on the last lap to finish within 0.2 s of Baker and a second ahead of Annie Black's similar Midget.

A combined Formula Ford and Super Sports race was an incident-packed affair and first to retire was English driver Richard Jones who missed a gear at Shell, the very first corner, which sent his engine screaming up to an expensive 11 thou and put his neat little Hawke DL11 on to the grass on the inside. Out from it was Jim Sherry leading the Formula Fords with his Crosslé 25F, but Eddie Regan was certainly making up ground and rapidly cut his 10 s starting deficit to push his Gryphon C73 into the overall lead to beat Sherry by a sizeable margin. The other Super Sports did not make up their 10 s start disadvantage to such good effect as Regan, but there was a mad scramble for third with four cars crossing the line almost together in the official order David Kennedy (Merlyn Mk 11A), Paul Eastwood (Crosslé 25F), Ivan Rothwell (U2) and Richie Conroy (Gryphon C73), with Mike Martin (U2) less than a second behind Conroy and in front of four Formula Fords.

Two black flag races proved somewhat uninteresting, and the waving of the dreaded black in fact spoiled some good dices. In winning his race Mike Nugent with his Lotus Elan finished well in front of Mattie McNamara's Escort-FVC driven by Conor Linahan, while Patsy McGarrity's F2 Chevron B25 ran far away from the F. Atlantic Brabham BT30 of Bill Gowdy. In failing light, the saloons and modsports had a thrilling encounter with Jay O'Malley in his 2.3 Vauxhall Viva winning from Brian Tuitt's 1.3 MG Midget on the line, both credited with the same time.

BRIAN FOLEY

Group 1 Saloons (10 laps): 1. Kent Baigent (Ford Capri 3000 GXL) 13 m 20 s 50 mph. 2. John Keane (1.3 Simca Rallye 2) 13 m 27 s 4 mph. 3. Fintan Newport (Capri V6) 13 m 27 s 4 mph. 4. David Hall (Simca Rallye 2) 13 m 27 s 4 mph. 5. David Hall (Simca Rallye 2) 13 m 27 s 4 mph. 6. Larry Mooney (Audi 80) 13 m 34 s 2 mph. 7. Patsy McGarrity (Chevron B25) 13 m 34 s 2 mph.

Modified Saloons (10 laps): 1. Mattie McNamara (Ford Escort FVC) 13 m 13 s 2 mph. 2. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 3. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 4. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 5. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 6. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph. 7. Ivan Rothwell (U2) 13 m 13 s 2 mph. 8. Richie Conroy (Gryphon C73) 13 m 13 s 2 mph. 9. Mike Martin (U2) 13 m 13 s 2 mph. 10. Annie Black (Midget) 13 m 13 s 2 mph.

Modsports (10 laps): 1. Mike Nugent (1.6 Lotus Elan) 13 m 13 s 2 mph. 2. Phil Baker (Triumph GT6) 13 m 13 s 2 mph. 3. Brian Tuitt (Midget) 13 m 13 s 2 mph. 4. Don Kissane (Midget) 13 m 13 s 2 mph. 5. Patsy McGarrity (Chevron B25) 13 m 13 s 2 mph. 6. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 7. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 8. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 9. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 10. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph.

Formula Ireland (10 laps): 1. Patsy McGarrity (Chevron B25) 13 m 13 s 2 mph. 2. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 3. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 4. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 5. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 6. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph. 7. Ivan Rothwell (U2) 13 m 13 s 2 mph. 8. Richie Conroy (Gryphon C73) 13 m 13 s 2 mph. 9. Mike Martin (U2) 13 m 13 s 2 mph. 10. Annie Black (Midget) 13 m 13 s 2 mph.

Black Flag (10 laps): 1. Mike Nugent (1.6 Lotus Elan) 13 m 13 s 2 mph. 2. Phil Baker (Triumph GT6) 13 m 13 s 2 mph. 3. Brian Tuitt (Midget) 13 m 13 s 2 mph. 4. Don Kissane (Midget) 13 m 13 s 2 mph. 5. Patsy McGarrity (Chevron B25) 13 m 13 s 2 mph. 6. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 7. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 8. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 9. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 10. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph.

Formula Ford & Super Sports (10 laps): 1. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 2. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 3. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 4. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 5. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph. 6. Ivan Rothwell (U2) 13 m 13 s 2 mph. 7. Richie Conroy (Gryphon C73) 13 m 13 s 2 mph. 8. Mike Martin (U2) 13 m 13 s 2 mph. 9. Annie Black (Midget) 13 m 13 s 2 mph. 10. Patsy McGarrity (Chevron B25) 13 m 13 s 2 mph.

Saloons & Modsports (10 laps): 1. Mike Nugent (1.6 Lotus Elan) 13 m 13 s 2 mph. 2. Phil Baker (Triumph GT6) 13 m 13 s 2 mph. 3. Brian Tuitt (Midget) 13 m 13 s 2 mph. 4. Don Kissane (Midget) 13 m 13 s 2 mph. 5. Patsy McGarrity (Chevron B25) 13 m 13 s 2 mph. 6. Bill Gowdy (Brabham BT30) 13 m 13 s 2 mph. 7. Eddie Regan (Brabham BT30) 13 m 13 s 2 mph. 8. Paddy Fowles (Gryphon C73) 13 m 13 s 2 mph. 9. David Kennedy (Merlyn Mk 11A) 13 m 13 s 2 mph. 10. Paul Eastwood (Crosslé 25F) 13 m 13 s 2 mph.

Win for Billows

Overcoming route authorisation problems—the last of which was only cleared two days before the event—Coventry and Warwickshire MC eventually ran a successful 12th Three Spires Rally last Saturday night in well known mid-Wales territory. An entry of 112 crews was received for the first running of the event in November against previous years when a March date was chosen and the winners, at the end of a 200 mile route, were Keith Billows and Don Davidson in their Escort TC. They dropped 34 m 19 s to win by just over one and a half minutes from Roger Ducrocq-Slip and Rodney Jones in a similar car.

Mud and leaves dominated the lanes throughout the night and there were the usual crop of incidents. The famous Heiter Skelter section on OS 128 accounted for several crews early on and an early retirement was the Mexico of Brian Roe and Pete Forrester who rolled into a duckpond. Chris Dewing/Martin Hadley (Cooper) blotted their copy-book on the first selective when they clobbered a fence which delayed them considerably and near the end Bill Bengry damaged the front suspension of his Avenger on the fourth selective.

Third overall in a Mark 1 Lotus Cortina were Pip Owen and Tony Beddoes, just over 3 minutes behind the runners-up while Skip Brown/Dave Richards brought along a Group 1 Fiat 128 to collect fourth.

Results overall: 1. Keith Billows & Don Davidson (Escort TC) 34 m 19 s 2 m. 2. Roger Ducrocq-Slip & Rodney Jones (Escort TC) 35 m 51 s 1 m. 3. Pip Owen & Tony Beddoes (Lotus Cortina) 39 m 19 s 4 m. 4. Skip Brown & Dave Richards (Fiat 128) 41 m 55 s 7 m. 5. James D. P. Elliott (Escort TC) 43 m 40 s. 6. Novice: A. Chambers/D. Webb (Escort TC) 44 m 50 s.

● This Saturday's Silverstone sprint is organised by the Herts County Auto & Aero Club and starts at 12.30 pm. The report of last Saturday's Silverstone sprint championship round will appear in next week's issue suffice it to say that the battle for BTJ between Frank Aston's Group FVA and John Corfield's Martin FVA BM10 just went in Corfield's favour after level pegging on the first run.

Sports and Performance Case 37-54 ■ Racing and Competition Case 34-4 ■ Insurance Market Place 62-64

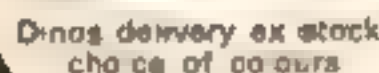
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wins, 8 fastest laps, 9 pole positions and 3rd overall in the STP Formula Ford Championship

Also VW 1500 transporter for above professionally lengthened and widened engine just overhauled, new clutch, silencer and generator. Can be fitted to 12 v. 3.0 long range tank. Cruising at 70 mph

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The above car converted to Formula 4 spec. £1850

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Formula 1 Brabham BT37 fitted with updated gearbox, 13in wheels complete with latest F1 wets and dries. Full F1 specification, deformable structure, etc. Used competitively during 1971 F1 season. Absolutely in concours condition and ready to race
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Formula 3 Brabham BT40 with new and unused Vegantune engine. New Mk IX gearbox, 2 sets of spare wheels, 1 with wets and 1 with dries. Virtually new car, only used 3 times this year. 3rd at Monaco this year Price £2995

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Complete with all spares
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Complete specification
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Complete car plus two
Alan Smith engines,
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1st at 1973 Silverstone GKN/Daily Express meeting

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2 wins
2 lap records
Complete with rebuilt Swindon to 1974 spec. £4000

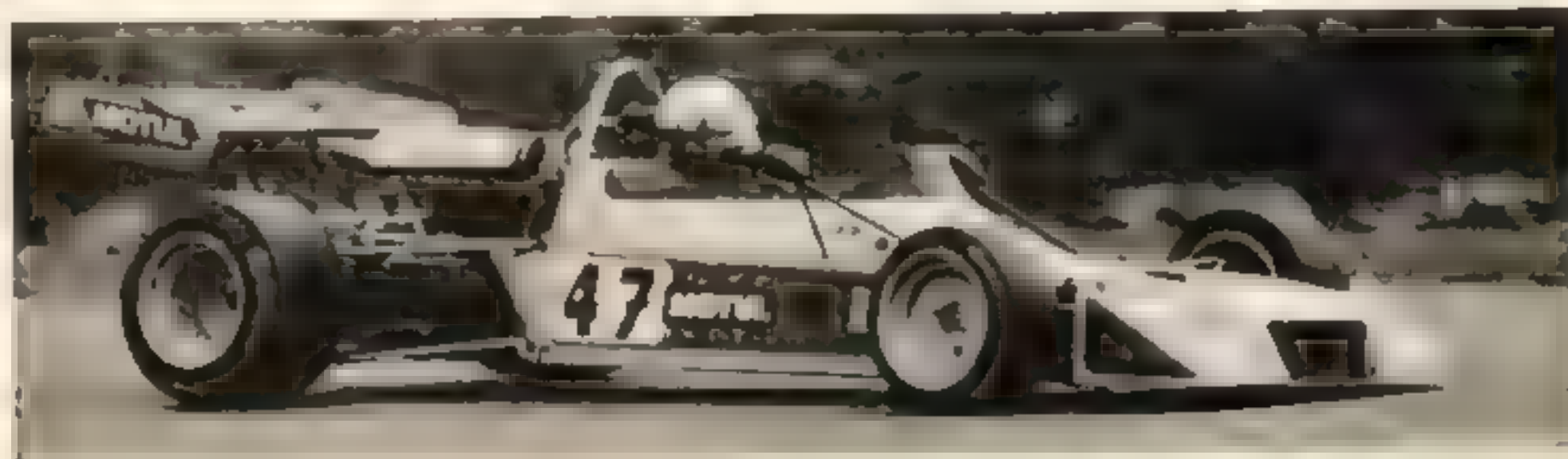
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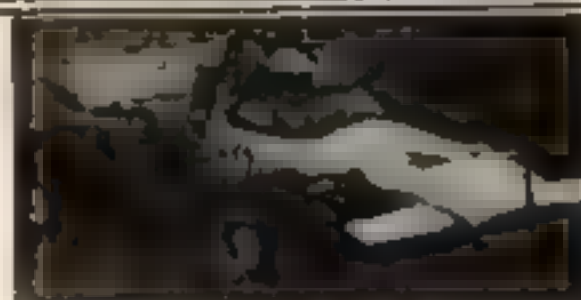


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The whole car is in really immaculate condition
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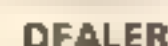
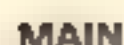
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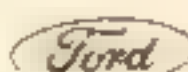
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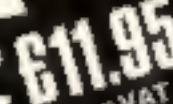
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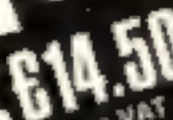
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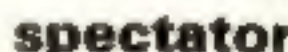
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